

MAY 1, 1997

FY98

Annual Growth Policy

CEILING ELEMENT

*Recommendations for
FY98 Montgomery County
Growth Capacity Ceilings*

FINAL DRAFT

THE MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

FINAL DRAFT
FY98 ANNUAL GROWTH POLICY
CEILING ELEMENT

for

MONTGOMERY COUNTY, MARYLAND

Including

Recommended Growth Capacity Ceilings for FY98

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
May 1, 1997

ABSTRACT

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ABSTRACT: Montgomery County Code Section 33A-15 establishes the process by which the Montgomery County Council provides guidance for the management of growth. The Code requires the Council to adopt an Annual Growth Policy Ceiling Element by July 15 of each year to be effective throughout the next fiscal year. The Montgomery County Department of Park and Planning is required to produce a staff draft of this AGP Ceiling Element by November 7 of each year. The Montgomery County Planning Board is required by May 1 of each year to produce a final draft of this AGP Ceiling Element for transmittal to the County Executive and to the County Council. This document is that Final Draft.

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EXECUTIVE SUMMARY

Montgomery County, Maryland's Adequate Public Facilities Ordinance is administered by the Annual Growth Policy, adopted each year by the County Council by July 15. The AGP contains growth capacity ceilings for jobs and housing in 27 policy areas.

Each November 7, Montgomery County Planning Department staff reviews the capital improvements programs of the County, state, and municipalities to determine if additional development capacity can be anticipated for the next fiscal year. By the following May 1, the staff draft is reviewed and approved by the Planning Board and this "Final Draft AGP Ceiling Element" is transmitted to the County Executive for review and the County Council for action.

Because there are no new transportation facilities to count, the Planning Board is recommending that transportation staging ceilings remain at FY97 levels. The Board is recommending a conversion of housing capacity to jobs capacity in the R&D Village, but only if the use of the converted capacity is tied to the creation of the much-needed Shady Grove transportation management organization.

In addition to the transportation staging ceilings, this Final Draft FY98 Annual Growth Policy Ceiling Element includes a review of Montgomery County Public Schools capacity and enrollment for September 2001 based upon the Superintendent's Requested FY98-03 Capital Improvements Program. In past years, these figures were updated in the spring based upon the County Executive's Recommended CIP. The County has moved to a biennial CIP, and MCPS staff has stated that their enrollment and capacity forecasts have not changed since November.

Growth policy issues are considered on a separate track from "ceiling" issues. The 1995-1997 AGP Policy Element was adopted by the Montgomery County Council on October 24, 1995 and the policy changes made by the Council went into effect on November 1, 1995. The staff draft of the next AGP policy element will be available May 1, 1997. Issues which will be addressed in the policy element are listed on the last two pages of the adopted AGP.

**FY98 ANNUAL GROWTH POLICY
CEILING ELEMENT
FINAL DRAFT**

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CHAPTER 1

Transportation Staging Ceilings

I. TRANSPORTATION STAGING CEILING RECOMMENDATIONS

The two primary tests for adequacy of public facilities are the tests for transportation and public school facilities. Other public facilities (e.g., police, fire, and health) have been found to be adequate for purposes of development regulation. In recent years, the main constraint on development has been the "Transportation Test" as administered in both policy area and local area review. The following discussion of Policy Area Transportation Review (PATR) considers all transportation facilities which are anticipated to be fully funded for completion within the first four years of the County's Capital Improvement Program (CIP), the state's Consolidated Transportation Program (CTP), or the CIPs of Rockville and Gaithersburg in FY1998.

1. OVERVIEW

For the FY98 Annual Growth Policy, the Montgomery County Planning Board anticipates that there are no new staging ceiling-increasing transportation projects that can be counted as being complete in 2001. That is, there are no transportation projects that will increase staging ceiling that are listed as being completed in the first five years of the County, state, or municipal capital budgets. Because of this, the Board recommends that transportation staging ceilings remain at their FY97 levels.

There is a transportation improvement listed as being complete in the first four years of the state capital program. This project consists of improvements to the interchange at the I-270 West Spur at Democracy Boulevard. This project is described in more detail in this chapter. These improvements are part of a larger set of improvements, the total of which are anticipated to increase staging ceiling in North Bethesda. However, the piece that will be fully-funded within the first four years of the state CTP is not large enough on its own to make a detectable increase in the staging ceiling in North Bethesda. Therefore the Planning Board is recommending that staging ceiling increases be deferred until more of the project is fully-funded, which will be next year.

2. TRANSPORTATION STAGING CEILINGS

Transportation staging ceilings determine the total amount of development (existing, approved for construction, and yet-to-be approved) that can be handled by the transportation network without exceeding standards for roadway congestion. It is also referred to as the *gross staging ceiling*. The *net remaining capacity* is the amount of development that can still be approved. It is calculated by taking the gross staging ceiling and subtracting the existing base of development and the pipeline of approved (but as yet unbuilt) development. Each infrastructure improvement that adds transportation capacity also provides additional staging ceiling. The amount of additional ceiling depends not only on the transportation improvement itself, but also in large part on background land use and transportation network conditions. To the extent possible, specific staging ceiling increments are associated with specific road improvements to help guide the Capital Improvements Programming process.

Staging ceilings are set for both housing units and jobs. There is no general rule for the trade-off between housing and jobs, which depends very much upon local conditions. Countywide there is approximately 1 job for every resident worker, or 1.5 jobs per household. This does not imply that there is a local balance everywhere, nor that every resident worker is employed in the county. However, areas with better balance between jobs and housing units can accommodate more development at the same congestion standard than areas which are largely imbalanced, as the road system usage is less peaked. Roads in areas with a great deal of housing and less jobs will generally be able to accommodate more than 1.5 additional local jobs

for every housing unit. Typically, roads in employment centers can handle more than 1 additional local housing unit for every 1.5 jobs. This is because a worker living among more employment opportunities than the typical resident, such as in a CBD, will have shorter than average trip lengths, and thus have less impact on the road network. Similarly, a job located in a sea of housing will more likely draw a nearby worker who will have a shorter than average commuting distance, with less impact on the road network.

A. Current FY97 Transportation Staging Ceilings

The FY97 adopted ceilings (see Tables 1 and 2) provide positive net remaining capacity in 19 policy areas for housing and 19 policy areas for jobs. As of September 30, 1996, there was remaining staging ceiling for 37,145 housing units and 41,936 jobs. Not counting the cities of Rockville and Gaithersburg, there are six County policy areas that have negative net remaining capacity for housing and six that have negative net remaining capacity for jobs.

Neither Rockville nor Gaithersburg are governed by the Annual Growth Policy. However, Montgomery County calculates staging ceilings for both municipalities in the AGP to account for the impact of development and transportation service levels in these areas on the unincorporated areas of the County.

Staging ceilings are implicitly set at the zoning holding capacity for the rural policy areas of Darnestown/Travilah, Poolersville, Goshen, Patuxent, and Upper Rock Creek. Water and sewer service and Local Area Transportation Review also constrain development in the rural areas. In addition, staging ceilings in the Germantown Town Center, Grosvenor, Potomac, and Silver Spring/Takoma Park policy areas have been set at the estimate of zoned holding capacity.

The following lists those policy areas in a subdivision moratorium and those areas where there is a positive net remaining capacity under the FY97 staging ceilings.

Policy Areas Under FY97 Transportation Staging Ceilings (Pipeline as of March 31, 1997)

Housing Moratorium: Aspen Hill, Clarksburg, Damascus, Fairland/White Oak, Gaithersburg City*, Montgomery Village/Airpark, North Potomac and Rockville City.*

Jobs Moratorium: Clarksburg, Derwood, Fairland/White Oak, Germantown East, Gaithersburg City*, Montgomery Village/Airpark, and Rockville City.*

Positive Housing Ceiling: Bethesda CBD, Bethesda/Chevy Chase, Cloverly, Derwood, Germantown East, Germantown Town Center, Germantown West, Grosvenor, Kensington/Wheaton, North Bethesda, Olney, Potomac, R&D Village, Shady Grove, Silver Spring CBD, Silver Spring/Takoma Park, Twinbrook, Wheaton CBD, and White Flint.

Positive Jobs Ceiling: Aspen Hill, Bethesda CBD, Bethesda/Chevy Chase, Cloverly, Damascus, Germantown Town Center, Germantown West, Grosvenor, Kensington/Wheaton, North Bethesda, North Potomac, Olney, Potomac, R & D Village, Silver Spring CBD, Silver Spring/Takoma Park, Twinbrook, Wheaton CBD, and White Flint.

* Congestion in these areas is worse than the Annual Growth Policy standard, but the AGP does not affect development approvals in Rockville and Gaithersburg.

B. Recommended FY98 Transportation Staging Ceilings

The recommended staging ceilings for FY98 (see Tables 1 and 2) are identical to those for the adopted Annual Growth Policy. There are no changes in Level of Service standards, methods for measuring Level of Service, or assumptions in this analysis.

The recommended ceilings are based on transportation projects which have 100 percent of their construction expenditures programmed within the four years of the anticipated FY98-03 CIP, the anticipated FY97-02 State Consolidated Transportation Plan, and the current adopted Rockville CIP. Because there are no new transportation projects that are anticipated to be fully funded within the first four years of these capital budgets for FY98, there are no changes recommended to the FY97 transportation staging ceilings for FY98.

There is a transportation improvement listed as being complete in the first four years of the state capital program. This project consists of improvements to the interchange at the I-270 West Spur at Democracy Boulevard, specifically one additional lane on the ramp from Democracy Boulevard to northbound I-270 and an additional lane on the ramp from northbound I-270 to Democracy Boulevard. Similar improvements to the interchange ramps to and from the southbound lanes are also expected, but are not yet fully funded in the first four years. In addition, the state has funded new access ramps between Rockledge Drive and the East Spur of I-270. This improvement is expected to add development capacity in North Bethesda. However, this improvement is fully-funded in the first *five* years of the state capital program, and therefore will not be countable until year.

The Planning Board has tested the piece of these improvements that will be fully-funded within the first four years of the state CTP and found that it is not large enough on its own to make a detectable increase in the staging ceiling in North Bethesda. Therefore the Board is recommending that staging ceiling increases be deferred until additional interchange improvements are countable next year. The Board is directing staff to then test both pieces of the project together to be able to recommend staging ceiling increases due to the improvements.

Policy Areas Under Recommended FY98 Transportation Staging Ceilings (Pipeline as of March 31, 1997)

Housing Moratorium: Aspen Hill, Clarksburg, Damascus, Fairland/White Oak, Gaithersburg City*, Montgomery Village/Airpark, North Potomac, and Rockville City.*

Jobs Moratorium: Clarksburg, Derwood, Fairland/White Oak, Germantown East, Gaithersburg City*, Montgomery Village/Airpark, and Rockville City.*

Positive Housing Ceiling: Bethesda CBD, Bethesda/Chevy Chase, Cloverly, Derwood, Germantown East, Germantown Town Center, Germantown West, Grosvenor, Kensington/Wheaton, North Bethesda, Olney, Potomac, R&D Village, Shady Grove, Silver Spring CBD, Silver Spring/Takoma Park, Twinbrook, Wheaton CBD, and White Flint.

Positive Jobs Ceiling: Aspen Hill, Bethesda CBD, Bethesda/Chevy Chase, Cloverly, Damascus, Germantown Town Center, Germantown West, Grosvenor, Kensington/Wheaton, North Bethesda, North Potomac, Olney, Potomac, R & D Village, Silver Spring CBD, Silver Spring/Takoma Park, Twinbrook, Wheaton CBD, and White Flint.

* Congestion in these areas is worse than the Annual Growth Policy standard, but the AGP does not affect development approvals in Rockville and Gaithersburg.

C. Net Remaining Capacities by Policy Area, 1982 to FY98

Tables 3 and 4 show how net remaining capacities have changed over the years in each policy area. Policy areas shaded in black are in moratorium for new subdivision approvals. The gray-shaded areas were not in existence during that fiscal year.

These tables also show how policy areas have been restructured over time. For example, the greater Gaithersburg area was a single policy area until 1986, when it was divided into two policy areas, East and West. In FY92, these were further subdivided into Derwood/Shady Grove, Gaithersburg City, Montgomery Village/Airpark, North Potomac, and R&D Village. In FY96, Derwood/Shady Grove was further subdivided into the Derwood policy area and the Shady Grove policy area.

D. Staging Ceiling Transfer

An additional issue for this year's Ceiling Element concerns a request by a private developer to convert the available housing capacity in the R&D Village Policy Area to jobs. As you may remember, the staging ceilings in the R&D Village increased substantially when the County moved to the current method for setting staging ceilings in FY94. That resulted in net remaining capacities for R&D Village of 8,650 jobs and 3,615 housing units. In the past year, the Planning Board has approved the Johns Hopkins University project (6,000 jobs) and will consider the DANAC project (2,410 jobs) shortly. While the Hopkins project reserves a considerable amount of capacity, only 25 percent of that approval is available in the short run because of the developers' agreement allowing the current landowner to remain on her property. These two approvals leave net remaining capacities in the R&D Village of 240 jobs and 3,615 housing units.

The Traville project is next in line in the R&D Village queue. This project consists of 750 housing units and 4,375 jobs. The developer requested that staff perform the analysis needed to determine how many jobs are equivalent, from a transportation perspective, to the 2,865 housing units that would remain. Park and Planning staff performed the analysis and determined that in the R&D Village, 2,865 housing units is equivalent to 2,006 jobs from a transportation perspective. Converting all housing units except for the 750 needed by the Traville project would yield a total of 2,246 jobs, counting the 240 jobs already available.

The Planning Board debated this issue carefully. The Board noted that the jobs pipeline is already very large, both in the R&D Village and Countywide compared to the housing pipeline and that the County's policy has been to allocate new capacity to housing units whenever possible to correct this disparity. However, there are 949 housing units in the R&D Village pipeline, some of which are underconstruction now. In addition, approval of the Traville project would add 750 housing units to that pipeline. The Board also noted that converting the housing units as the developer requests would, assuming his subdivision is

approved, put the R&D Village in moratorium for both jobs and housing. The Board also debated the extent to which staging ceilings should be modified to meet market demands as reflected by developer requests.

Another point of importance to the Board is that the R&D Village is a successful center of economic growth for the County. Approved projects in this area of the County are marketable and have a high likelihood of moving to completion. The Board would be less likely to approve housing-to-jobs transfers if it did not have a reasonable expectation that the project will move forward.

Among the other issues of concern to the Board regarding this issue was the possible demand for the housing capacity by other developers in the policy area. The R&D Village housing queue is currently empty, and the remaining residential development of any size is the Crown Farm, which is not, in staff's estimation, ready to move forward any time soon. The Board also reviewed possible transportation improvements to raise staging ceilings in the area, either funded by the public sector or by the Traville developer. The transportation improvements planned for the area, including increased transit, do not appear to be appropriate for developer funding because of their magnitude. Finally, the Board emphasized that the increased approval activity in this area underscores the urgency of implementing the planned Shady Grove transportation management organization (TMO) as soon as possible.

Mindful of these issues, the Planning Board agreed to endorse the developer's request to convert 2,865 housing units in remaining capacity to 2,006 jobs. Reflecting the Board's strong belief that a TMO is critical to the future of an area that is central to the County's economic future, the Board conditioned its endorsement on the creation of a TMO. In order to allow the developer to move ahead with its preliminary plan, the Board strongly recommends that the AGP state that any portion of a subdivision using the capacity created by the housing-to-jobs conversion not be permitted to record plats until the TMO is created.

**Note: Staging ceiling tables in this Final Draft FY98 AGP do not reflect the proposed housing-to-jobs conversion in the R&D Village. Rather, these tables show net remaining capacities as they currently are.*

Table 1
HOUSING
Transportation Staging Ceiling Capacity Using
Draft FY 98 Transportation Ceilings
January 1, 1996 Base

Policy Areas	FY97 Net Housing Ceiling A	Pipeline As of 3.31/97 B	FY97 Remaining Capacity as of 3/31/97 C=A-B	Draft FY98 Net Housing Ceiling D	Draft FY98 Net Remaining Capacity E=D-B	Difference in Remaining Capacities F=E-C
Aspen Hill	(4,473)	2,307	(6,780)	(4,473)	(6,780)	0
Bethesda CBD	3,423	241	3,182	3,423	3,182	0
Bethesda/Chevy Chase	7,738	964	6,774	7,738	6,774	0
Clarksburg	186	1,549	(1,363)	186	(1,363)	0
Cloverly	1,773	481	1,292	1,773	1,292	0
Damascus	(774)	491	(1,265)	(774)	(1,265)	0
Derwood	909	34	875	909	875	0
Fairland/White Oak	(3,247)	920	(4,167)	(3,247)	(4,167)	0
Gaithersburg City (see notes)	1,308	2,730	(1,422)	1,308	(1,422)	0
Germantown East	5,038	3,475	1,563	5,038	1,563	0
Germantown West	7,469	7,113	356	7,469	356	0
Germantown Town Center	1,849	85	1,764	1,849	1,764	0
Grosvenor	1,400	0	1,400	1,400	1,400	0
Kensington/Wheaton	2,375	613	1,762	2,375	1,762	0
Montgomery Village/Airpark	(4,380)	790	(5,170)	(4,380)	(5,170)	0
North Bethesda	1,956	533	1,423	1,956	1,423	0
North Potomac	(220)	890	(1,110)	(220)	(1,110)	0
Olney	2,263	2,094	169	2,263	169	0
Potomac	2,454	1,167	1,287	2,454	1,287	0
R & D Village	4,981	929	4,052	4,981	4,052	0
Rockville City (see notes)	909	4,225	(3,316)	909	(3,316)	0
Shady Grove	500	0	500	500	500	0
Silver Spring CBD	6,123	1,288	4,835	6,123	4,835	0
Silver Spring/Takoma Park	2,470	107	2,363	2,470	2,363	0
Twinbrook	300	0	300	300	300	0
Wheaton CBD	1,523	14	1,509	1,523	1,509	0
White Flint	1,700	751	949	1,700	949	0
Totals	58,647	33,791	36,355	58,647	36,355	0

Rural policy areas (Goshen, Travilah/Damestown, Rock Creek, Poolesville, and Patuxent) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review as well as to relevant zoning and water and sewer constraints.

The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first four years of the anticipated FY97-02 CIP or the FY95-00 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

Although the ceilings are shown for all policy areas, development in Potomac is controlled by zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established by the Silver Spring Sector Plan.

The AGP does not control development in Gaithersburg and Rockville, and deficits shown for those localities, if any, have no practical effect.

For all totals, negative numbers are treated as zero. The total net remaining capacity, then, is the total amount of capacity available for new subdivision approvals. The attached resolution approves staging ceilings, not net remaining capacity. Since net remaining capacities typically change each time a subdivision is approved, they are provided for illustrative purposes only.

Table 2
JOBS
Transportation Staging Ceiling Capacity Using
Draft FY 98 Transportation Ceilings
January 1, 1996 Base

Policy Areas	FY97 Net Jobs Ceiling A	Pipeline As of 3/31/97 B	FY97 Remaining Capacity as of 3/31/97 C=A-B	Draft FY98 Net Jobs Ceiling D	Draft FY98 Net Remaining Capacity E=D-B	Difference in Remaining Capacities F=E-C
Aspen Hill	153	44	109	153	109	0
Bethesda CBD	6,920	2,819	4,101	6,920	4,101	0
Bethesda/Chevy Chase	5,847	2,638	3,209	5,847	3,209	0
Clarksburg	3,999	4,774	(775)	3,999	(775)	0
Cloverly	345	140	205	345	205	0
Damascus	156	143	13	156	13	0
Derwood	1,893	2,596	(703)	1,893	(703)	0
Fairland/White Oak	(2,767)	5,849	(8,616)	(2,767)	(8,616)	0
Gaithersburg City (see notes)	11,532	16,808	(5,276)	11,532	(5,276)	0
Germantown East	16,770	16,210	560	16,770	560	0
Germantown West	16,245	14,613	1,632	16,245	1,632	0
Germantown Town Center	7,099	3,360	3,739	7,099	3,739	0
Grosvenor	80	0	80	80	80	0
Kensington/Wheaton	2,862	462	2,400	2,862	2,400	0
Montgomery Village/Airpark	1,092	2,834	(1,742)	1,092	(1,742)	0
North Bethesda	5,361	4,944	417	5,361	417	0
North Potomac	193	98	95	193	95	0
Olney	2,329	349	1,980	2,329	1,980	0
Potomac	2,236	214	2,022	2,236	2,022	0
R & D Village	14,435	11,785	2,650	14,435	2,650	0
Rockville City (see notes)	8,977	29,044	(20,067)	8,977	(20,067)	0
Shady Grove	1,000	2	998	1,000	998	0
Silver Spring CBD	6,537	3,335	3,202	6,537	3,202	0
Silver Spring/Takoma Park	1,524	959	565	1,524	565	0
Twinbrook	971	0	971	971	971	0
Wheaton CBD	2,763	129	2,634	2,763	2,634	0
White Flint	3,172	187	2,985	3,172	2,985	0
Totals	124,491	124,336	34,567	124,491	34,567	0

Rural policy areas (Goshen, Travilah/Damascus, Rock Creek, Poolesville, and Patuxent) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review as well as to relevant zoning and water and sewer constraints.

The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first four years of the anticipated FY97-02 CIP or the FY95-00 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

Although the ceilings are shown for all policy areas, development in Potomac is controlled by zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established by the Silver Spring Sector Plan. The AGP does not control development in Gaithersburg and Rockville, and deficits shown for those localities, if any, have no practical effect.

For all totals, negative numbers are treated as zero. The total net remaining capacity, then, is the total amount of capacity available for new subdivision approvals. The AGP resolution approves staging ceilings, not net remaining capacity. Since net remaining capacities typically change each time a subdivision is approved, they are provided for illustrative purposes only.

**Policy Areas in Moratorium for New Subdivisions
FY97 Adopted AGP (as of 3/31/97)**

Figure 1

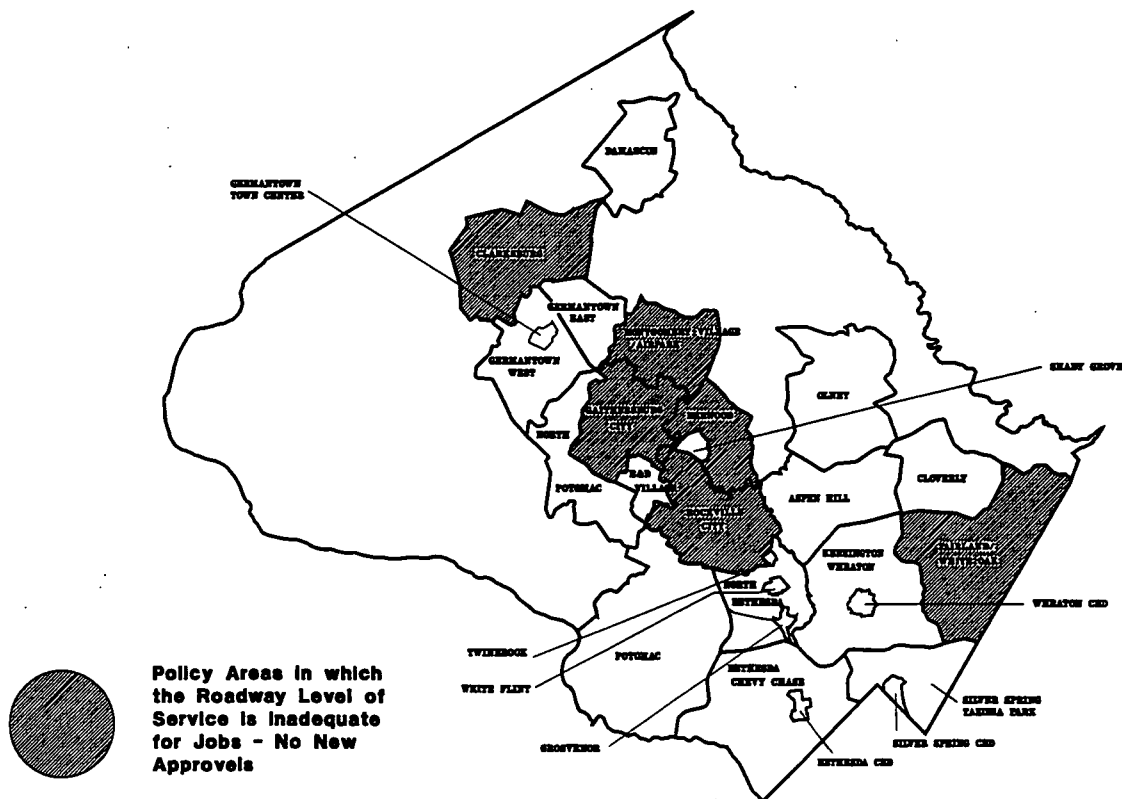
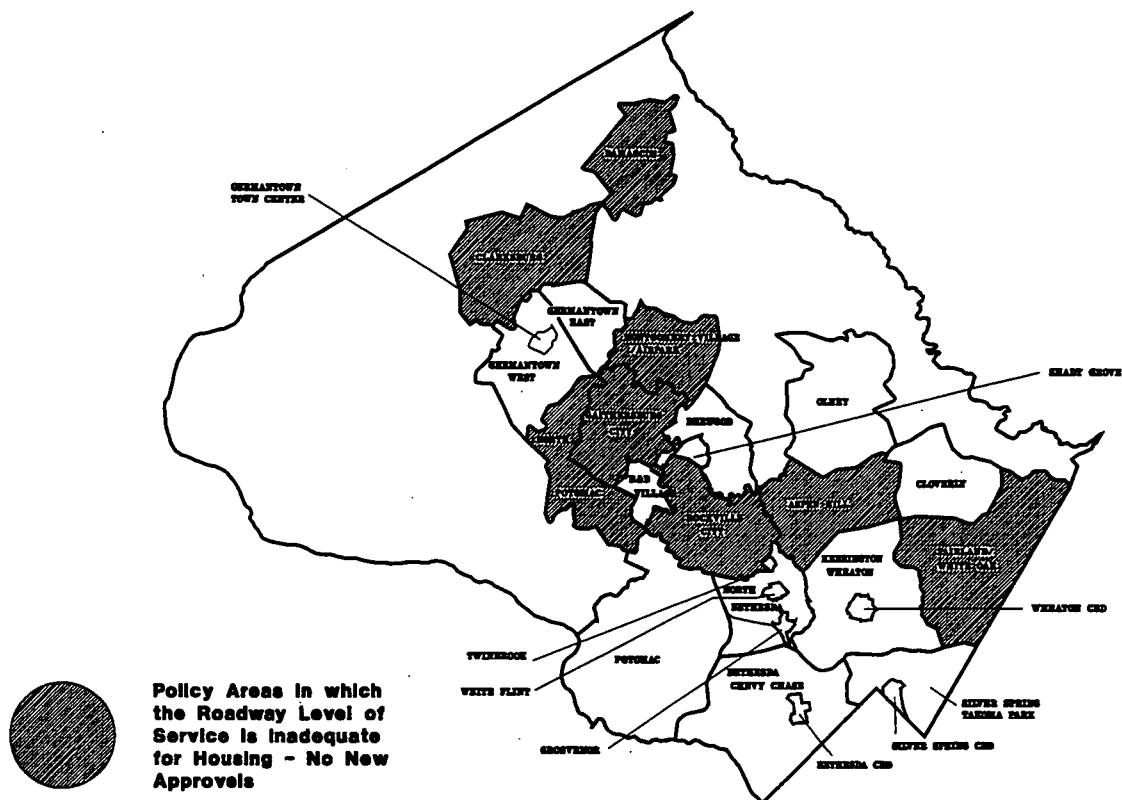
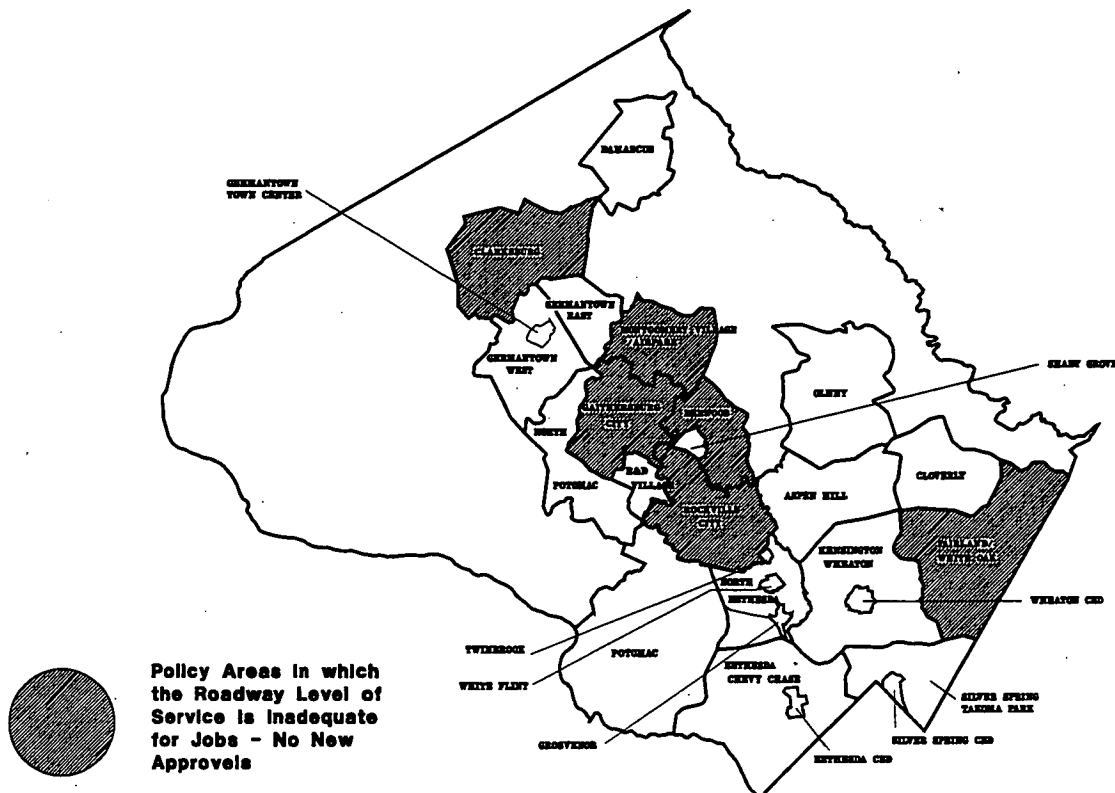


Figure 2



Net Remaining Capacity Under Transportation Staging Ceilings FYs 1982-98

Table 4

Housing

Policy Area	Comprehensive Planning Policies						Annual Growth Policy										Draft	
	Count 50%			Count 80%	Count 100%	Count 100%	Count 100%											
	First			First	First	First	First											
	6 Years			6 Years	6 Years	4 Years	4 Years											
	(1)			(2)	(3)	(4)	(5)											
1982	1983	1984	1985	1986	1986a	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY96	FY 97	FY 98		
Bethesda/Chevy Chase	2,072	2,313	3,249	3,112	3,354	3,198	2,764	3,497	2,185	2,109	2,339	2,438	2,415	7,004	6,863	6,816	6,774	
Bethesda CBD								1,013	798	798	500	500	500	3,200	3,200	3,200	3,182	
Clarksburg															(1,320)	(1,320)	(1,363)	
Cloverly	(1,157)	(1,860)	(1,928)	(1,992)	(1,794)	(1,804)	(1,480)	(1,168)	(2,048)	(2,057)	(2,105)	(2,135)	(1,709)	112	(51)	1,295	1,292	
Damascus					(2,120)	(1,620)	(1,274)	(664)	(666)	(821)	(804)	(968)	(970)	(1,156)	(1,162)	(1,217)	(1,265)	
Fairland/White Oak	1,351	(992)	(295)	(2,133)	(1,571)	(2,573)	(1,308)	(3,658)	(3,113)	(2,418)	(2,626)	(2,371)	(2,458)	(4,244)	(4,008)	(4,002)	(4,167)	
Gaithersburg Area	2,764	74	2,811	(1,354)														
Gaithersburg East					1,455	2,452	3,215	2,013	1,832	1,707								
Gaithersburg West					2,174	286	2,846	1,576	(723)	2,621								
Derwood/Shady Grove											1,392	1,379	1,379	1,379	1,375			
Derwood																875	875	
Shady Grove																500	500	
Gaithersburg City											2,339	2,217	1,635	(56)	(659)	(967)	(1,422)	
Montgomery Village/Airpark											(4,220)	(4,222)	(3,973)	(5,169)	(5,169)	(5,170)	(5,170)	
North Potomac											(4,858)	(4,914)	(4,920)	(1,019)	(1,058)	(1,072)	(1,110)	
R&D Village											(194)	(248)		306	3,615	3,615	4,052	
Germantown East	(1,677)	(1,695)	(1,718)	(1,817)	(2,227)	(2,227)	(1,573)	130	1,388	489	53	47	795	64	1,628	1,620	1,563	
Germantown West	(6,947)	(11,031)	(11,651)	(5,580)	(2,736)	(9,736)	(1,860)	543	0	(776)	(775)	(908)	705	2,410	1,072	824	356	
Germantown Town Center											0	0	1,764	1,764	1,764	1,764	1,764	
Kensington/Wheaton/Aspen Hill	5,174	3,415	3,946	2,015	845	836	721	1,982										
Aspen Hill									(4,116)	(5,132)	(5,137)	(5,145)	(5,148)	(6,594)	(6,597)	(6,675)	(6,780)	
Kensington/Wheaton									2,382	2,254	1,972	1,858	1,837	1,816	1,812	1,775	1,762	
Wheaton CBD											1,509	1,509	1,509	1,509	1,509	1,509	1,509	
North Bethesda	2,037	3,235	3,199	3,103	1,003	503	(270)	(173)	(392)	1,372	1,368	2,824						
Grosvenor													1,400	1,400	1,400	1,400	1,400	
Twinbrook													300	300	300	300	300	
White Flint													900	949	949	949	949	
North Bethesda													1,751	1,751	1,566	1,458	1,423	
Olney	2,587	1,970	2,387	1,019	924	724	273	417	322	187			524	(155)	(258)	241	169	
Potomac	2,621	2,396	2,324	1,931			1,259	2,109	2,060	1,725	1,675	1,644	1,656	1,451	1,430	1,318	1,287	
Rockville								1,486	1,467	1,941								
Rockville City											163	163	163	301	301	284	(3,316)	
Silver Spring/Takoma Park	7,199	6,985	3,040	2,916	2,848	1,836	617	578	502	470	1,300	2,295	2,294	2,251	2,250	2,245	2,363	
Silver Spring CBD							3,000	3,348	1,684	1,684	1,372	1,372	1,183	4,138	4,138	4,327	4,835	

Source: Montgomery County Planning Department, Research and Technology Center, March 1997.

Black cells indicate policy areas with no net remaining capacity. Gray cells indicate policy areas that were not in existence during that fiscal year.

Net Remaining Capacity Under Transportation Staging Ceilings FYs 1982-98

Table 4

Jobs

Policy Area	Comprehensive Planning Policies						Annual Growth Policy										Draft
	Count 50%			Count 80%	Count 100%	Count 100%	Count 100%										
	First 6 Years			First 6 Years	First 6 Years	First 4 Years	First 4 Years										
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)		
1982	1983	1984	1985	1986	1986a	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY96	FY 97	FY 98	
Bethesda/Chevy Chase	10,006	6,305	7,314	6,383	583	468	1,756	10,312	10,122	10,055	8,955	7,995	8,209	3,209	3,209	3,209	3,209
Bethesda CBD								303	175	(29)	318	305	305	5,305	5,295	5,307	4,101
Clarksburg														(775)	(775)	(775)	
Cloverly	489	480	437	218	218	500	307	(93)	(185)	(185)	(185)	(185)	(185)	315	315	205	205
Damascus					(1,845)	(1,845)	608	665	352	273	140	85	85	30	30	13	13
Fairland/White Oak	6,203	2,874	3,161	2,279	(241)	(241)	(4,171)	(9,496)	(9,959)	(11,627)	(11,739)	(9,739)	(8,031)	(8,711)	(8,611)	(8,616)	(8,616)
Gaithersburg Area	14,671	13,245	21,133	22,886													
Gaithersburg East					8,488	6,238	(1,642)	(4,658)	(4,857)	(6,377)							
Gaithersburg West					12,673	5,193	3,605	4,713	3,312	(1,010)							
Derwood/Shady Grove											(2,324)	(2,395)	(2,427)	(676)	(676)		
Derwood														(677)	(703)	(703)	
Shady Grove														998	998	998	
Gaithersburg City										(4,902)	(3,890)	(3,946)	(4,516)	(6,575)	(5,078)	(5,276)	
Montgomery Village/Airpark										(5,536)	(5,266)	(5,266)	(1,742)	(1,742)	(1,742)	(1,742)	
North Potomac										(104)	(104)	(109)	110	105	105	95	
R&D Village										(4,357)	(2,857)	(2,857)	8,650	8,650	8,650	2,650	
Germantown East	629	608	1,571	1,308	(264)	(247)	(1,221)	2,989	562	2	(62)	(124)	376	(174)	326	565	560
Germantown West	4,430	(5,850)	(5,857)	(2,404)	(2,737)	(6,737)	425	2,015	302	(1,227)	(1,296)	(1,740)	1,310	8,021	6,333	1,653	1,632
Germantown Town Center											0	0	4,407	3,910	3,901	3,739	3,739
Kensington/Wheaton/Aspen Hill	4,884	4,771	5,753	5,496	3,554	3,477	8,169	6,214									
Aspen Hill									272	334	334	334	334	139	139	139	109
Kensington/Wheaton									6,210	6,150	3,963	3,963	3,963	2,590	2,590	2,410	2,400
Wheaton CBD										2,748	2,748	2,748	2,663	2,663	2,634	2,634	
North Bethesda	6,924	6,483	6,465	296	(2,230)	(2,730)	(1,277)	(431)	(3,435)	(2,835)	(1,947)	(7,625)					
Grosvenor													0	0	0	80	80
Twinbrook													971	971	971	971	971
White Flint													1,000	3,065	3,065	2,985	2,985
North Bethesda													500	500	472	429	417
Olney	614	501	2,726	2,711	612	607	458	17	153	55	(313)	(320)	667	1,466	1,466	1,990	1,980
Potomac	0	0	0	0			2,467	2,768	2,768		2,181	2,150	2,160	2,027	2,022	2,022	2,022
Rockville								1,635	1,507	(3,587)							
Rockville City											(6,974)	(7,192)	(8,610)	(6,067)	(6,405)	(20,067)	(20,067)
Silver Spring/Takoma Park	15,336	14,365	11,042	10,446	421	2,421	500	356	5	(106)	392	642	637	637	630	630	565
Silver Spring CBD							3,000	3,348	457	441	941	941	1,939	4,655	1,707	3,202	3,202

Source: Montgomery County Planning Department, Research and Technology Center, March 1997.

Black cells indicate policy areas with no net remaining capacity. Gray cells indicate policy areas that were not in existence during that fiscal year.

CHAPTER 2

Public School Capacities

III. PUBLIC SCHOOL CAPACITIES

1. The AGP Schools Test

Since FY 89, the Council has tested public school capacity for the County's 21 high school clusters to determine if there is sufficient capacity to support additional preliminary plan approvals during that fiscal year. Each of the three grade levels -- elementary, middle, and high school -- is assessed separately. The Council compares forecast enrollment in each high school cluster four years out to the capacity that is programmed in the fourth year of the CIP.

For APFO purposes, school capacity is considered adequate for a cluster if forecast enrollment does not exceed 110 percent of the Council funded program capacity. If sufficient capacity is not available in the immediate cluster, the Council looks to see if an adjacent cluster or clusters have sufficient capacity to cover the projected deficit in school capacity for APFO purposes. If these combined clusters do not have sufficient capacity, then schools are considered inadequate for APFO purposes and the Planning Board will be unable to approve a new preliminary plan in that cluster for the next fiscal year.

2. September 2001 Public Schools Capacities

Based on the Superintendent's Requested FY98-03 CIP, all high school clusters have adequate capacity at all three grade levels to support the September 2001 forecast.

If the capacity is retained in the adopted FY98-03 CIP, the Planning Board, in its review of preliminary plans of subdivisions during fiscal year 1998, can consider schools to be adequate in all clusters.

The following tables show the how the AGP schools test is applied using the capacity in the Superintendent's Requested FY98-03 CIP. All of the information is provided by Montgomery County Public Schools.

ELEMENTARY SCHOOLS BY CLUSTER

Table 3

Comparison of 2001 MCPS Projected Elementary School Enrollment to 110% of 2000 Program Capacity

Enrollment		Capacity		AGP Test			
School Policy Areas (High School Cluster)	September 2001 Enrollment Projected by MCPS (as of 3/97)	100% of Program Capacity With MCPS FY98-03 CIP	Capacity Available or (Deficit)	110% of Program Capacity With MCPS FY98-03 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity Is:
Bethesda-Chevy Chase	2,776	3,021	245	3,323	547	----	Adequate
Blair	5,137	4,955	(182)	5,451	314	----	Adequate
Churchill	2,293	2,449	156	2,694	401	----	Adequate
Damascus	2,847	3,185	338	3,504	657	----	Adequate
Einstein	2,765	3,088	323	3,397	632	----	Adequate
Gaithersburg	3,903	4,076	173	4,484	581	----	Adequate
Walter Johnson	2,422	2,652	230	2,917	495	----	Adequate
Kennedy	2,589	2,700	111	2,970	381	----	Adequate
Magruder	3,203	3,480	277	3,828	625	----	Adequate
R. Montgomery	2,007	2,413	406	2,654	647	----	Adequate
Paint Branch	3,421	3,763	342	4,139	718	----	Adequate
Poolesville	748	863	115	949	201	----	Adequate
Quince Orchard	3,473	3,899	426	4,289	816	----	Adequate
Rockville	2,335	2,565	230	2,822	487	----	Adequate
Seneca Valley	5,166	5,129	(37)	5,642	476	----	Adequate,
Sherwood	3,203	2,818	(385)	3,100	(103)	Springbrook (831)	Adequate
Springbrook	3,713	4,131	418	4,544	831	----	Adequate
Watkins Mill	3,067	3,112	45	3,423	356	----	Adequate
Wheaton	2,692	2,697	5	2,967	275	----	Adequate
Whitman	1,870	2,106	236	2,317	447	----	Adequate
Wootton	2,780	3,101	321	3,411	631	----	Adequate
Total	62,410	66,203	3,793	72,823	10,413		

Enrollment Projections by Montgomery County Public Schools, 3/97. Figures have not changed from November 1996.
Cluster Capacity based upon MCPS Requested FY98-03 CIP.

MIDDLE SCHOOLS BY CLUSTER

Table 4

Comparison of 2001 MCPS Projected Middle School Enrollment to 110% of 2001 Program Capacity

Enrollment		Capacity		AGP Test			
School Policy Areas (High School Cluster)	September 2001 Enrollment Projected by MCPS (as of 11/96)	100% of of Program Capacity with MCPS FY98-03 CIP	Capacity Available or Percent of Deficit	110% of of Program Capacity with MCPS FY98-03 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity Is:
Bethesda-Chevy Chase	973	950	(23)	1,045	72	----	Adequate
Blair	2,716	2,602	(114)	2,862	146	----	Adequate
Churchill	1,470	1,469	(1)	1,616	146	----	Adequate
Damascus	1,428	1,401	(27)	1,541	113	----	Adequate
Einstein	1,223	1,175	(48)	1,293	70	----	Adequate
Gaithersburg	1,648	2,143	495	2,357	709	----	Adequate
Walter Johnson	1,305	1,556	251	1,712	407	----	Adequate
Kennedy	1,414	1,587	173	1,746	332	----	Adequate
Magruder	1,653	1,678	25	1,846	193	----	Adequate
R. Montgomery	933	1,031	98	1,134	201	----	Adequate
Paint Branch	1,767	1,701	(66)	1,871	104	----	Adequate
Poolesville	427	450	23	495	68	----	Adequate
Quince Orchard	1,854	1,821	(33)	2,003	149	----	Adequate
Rockville	1,038	942	(96)	1,036	(2)	Richard Montgomery (201)	Adequate
Seneca Valley	2,163	2,249	86	2,474	311	----	Adequate
Sherwood	1,548	1,839	291	2,023	475	----	Adequate
Springbrook	1,874	1,904	30	2,094	220	----	Adequate
Watkins Mill	1,616	1,670	54	1,837	221	----	Adequate
Wheaton	1,171	1,055	(116)	1,161	(11)	Walter Johnson (207)	Adequate
Whitman	1,126	1,135	9	1,249	123	----	Adequate
Wootton	1,339	1,287	(52)	1,416	77	----	Adequate
Total	30,686	31,645	959	34,810	4,123		

Enrollment Projections by Montgomery County Public Schools, 3/97. Figures have not changed from November 1996.

Cluster Capacity based upon MCPS Requested FY98-03 CIP.

Enrollment and capacity of Cabin John Middle School are split 50/50 between the Churchill and Wootton clusters.

HIGH SCHOOLS BY CLUSTER

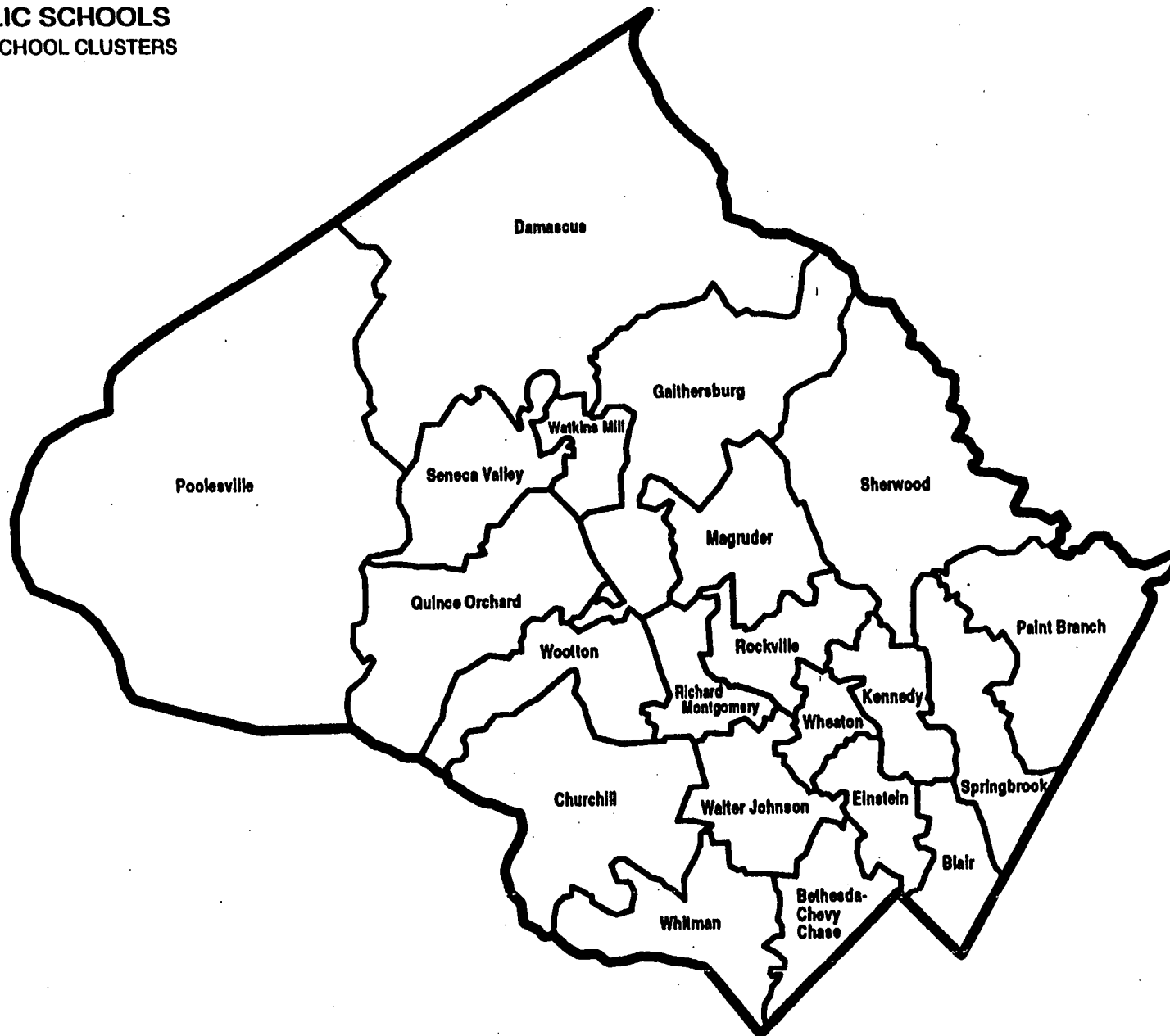
Table 5

Comparison of 2001 MCPS Projected High School Enrollment to 110% of 2001 Program Capacity

Enrollment		Capacity		AGP Test			
School Policy Areas (High School Cluster)	September 2001 Enrollment Projected by MCPS (as of 3/97)	100% of Program Capacity with MCPS FY98-03 CIP	Capacity Available or (Deficit)	110% of Program Capacity with MCPS FY98-03 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity is:
Bethesda-Chevy Chase	1,457	1,517	60	1,669	212	----	Adequate
Blair	2,952	2,800	(152)	3,080	128	----	Adequate
Churchill	1,786	1,706	(80)	1,877	91	----	Adequate
Damascus	1,855	1,582	(273)	1,740	(115)	Gaithersburg (129)	Adequate
Einstein	1,398	1,550	152	1,705	307	----	Adequate
Gaithersburg	1,962	1,901	(61)	2,091	129	----	Adequate
Walter Johnson	1,768	1,480	(288)	1,628	(140)	Bethesda-Chevy Chase (212)	Adequate
Kennedy	1,565	1,672	107	1,839	274	----	Adequate
Magruder	1,968	2,000	32	2,200	232	----	Adequate
R. Montgomery	1,640	1,540	(100)	1,694	54	----	Adequate
Paint Branch	2,108	2,163	55	2,379	271	----	Adequate
Poolesville	688	878	190	966	278	----	Adequate
Quince Orchard	2,205	2,722	517	2,994	789	----	Adequate
Rockville	1,154	1,262	108	1,388	234	----	Adequate
Seneca Valley	2,335	2,174	(161)	2,391	56	----	Adequate
Sherwood	2,023	2,118	95	2,330	307	----	Adequate
Springbrook	2,380	2,439	59	2,683	303	----	Adequate
Watkins Mill	1,993	1,791	(202)	1,970	(23)	Seneca Valley (56)	Adequate
Wheaton	1,397	1,192	(205)	1,311	(86)	Kennedy (274)	Adequate
Whitman	1,894	1,803	(91)	1,983	89	----	Adequate
Wootton	1,875	1,805	(70)	1,986	111	----	Adequate
Total	38,403	38,095	(308)	41,905	3,502		

Enrollment Projections by Montgomery County Public Schools, 3/97. Figures have not changed from November 1996.
Cluster Capacity based upon MCPS Requested FY98-03 CIP.

**MONTGOMERY COUNTY
PUBLIC SCHOOLS
HIGH SCHOOL CLUSTERS**

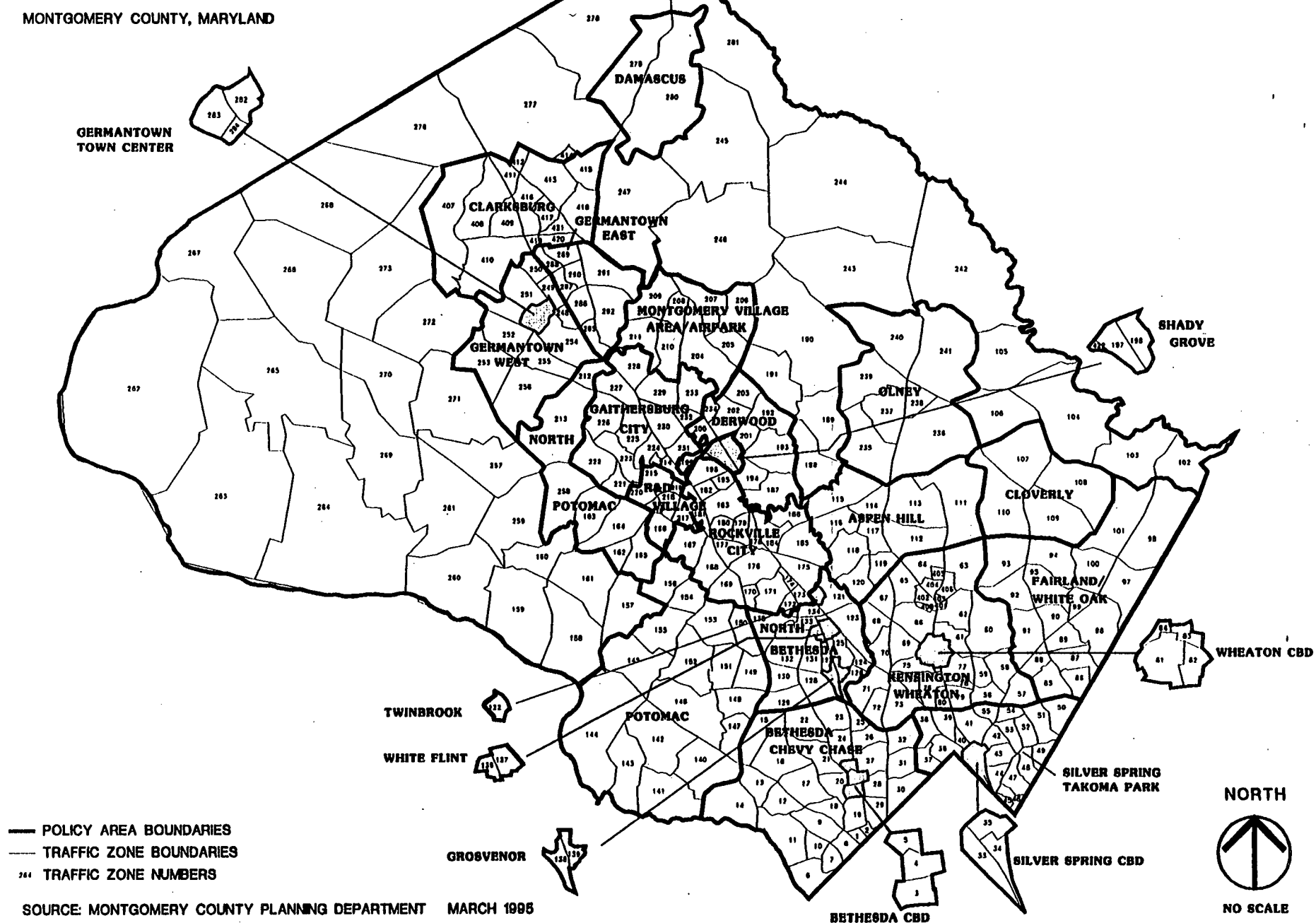


APPENDIX 1

Policy Area Profiles & Maps

POLICY AREAS BY TRAFFIC ZONES

**GERMANTOWN
TOWN CENTER**



SOURCE: MONTGOMERY COUNTY PLANNING DEPARTMENT MARCH 1985

NORTH



NO SCALE

APPENDIX 1: POLICY AREA PROFILES AND MAPS

This section provides an overall accounting of the balance (or imbalance) of transportation capacity and development activity in individual policy areas. It includes data relating to the setting of staging ceilings as well as the amount of existing and approved residential and non-residential development. This summary data is accompanied a map of each policy area.

In presenting this information, the tables use the following terms:

Regional Transit Accessibility: This number is a measure of how well the transit network connects jobs and houses. More specifically, it is a measure of how well the policy area's houses are connected by transit to the region's jobs and how well the region's houses are connected by transit to jobs in the policy area. In this context, "transit" includes all non-auto modes of transportation, such as rail, bus, walking and bicycling. Regional Transit Accessibility (RTA) is a number between zero and one, with zero being the best.

Average Congestion Index (Auto): This is the standard for auto congestion on the policy area's local roads and it is defined as the average volume-to-capacity ratio for roadway segments on major highways, arterials, and selected primary residential streets, weighted by the vehicle miles of travel on those roadway segments. Like Regional Transit Accessibility, it is a number between 0 and 1 with zero being the best.

Transit Mode Share and Auto Mode Share: Mode share is the percentage of persons who travel by a certain mode, such as auto, transit, bicycling, or walking. Transit mode share includes all non-auto modes of travel.

Gross Ceiling: The number of jobs and housing units that can be supported by the existing and programmed transportation network.

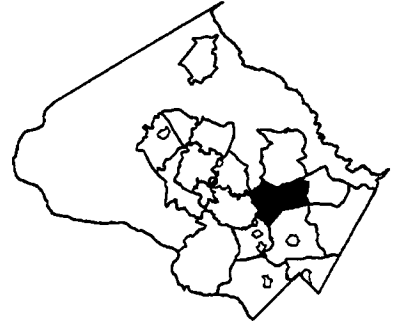
1996 Base: This number is the total number of existing jobs and housing units in the policy area as of January 1, 1996. It includes completions in calendar 1995.

Pipeline (3/31/97): This is the total number of approved but not yet constructed jobs and housing units in the policy area. It includes all development approved as of September 30, 1996. It also includes development completed after January 1, 1996.

Net Remaining Capacity: This is the policy area's capacity for new jobs and housing subdivision approvals. When the net remaining capacity is zero or a negative number, new subdivisions cannot be approved unless improvements to the transportation network are made, except under certain limited circumstances.

Queue: The number of jobs or housing units awaiting subdivision approval.

Jobs/Housing Ratio: A jobs/housing ratio of 1.5 is considered balanced, since there are, on average, 1.5 workers per household. The main factor governing a policy area's jobs/housing ratio is the area's zoning, which is based upon many important factors in addition to usage of the transportation network.



ASPEN HILL

Regional Transit Accessibility: 0.38

Transit Mode Share: 0.11

Average Congestion Index (Auto): 0.61

Auto Mode Share: 0.89

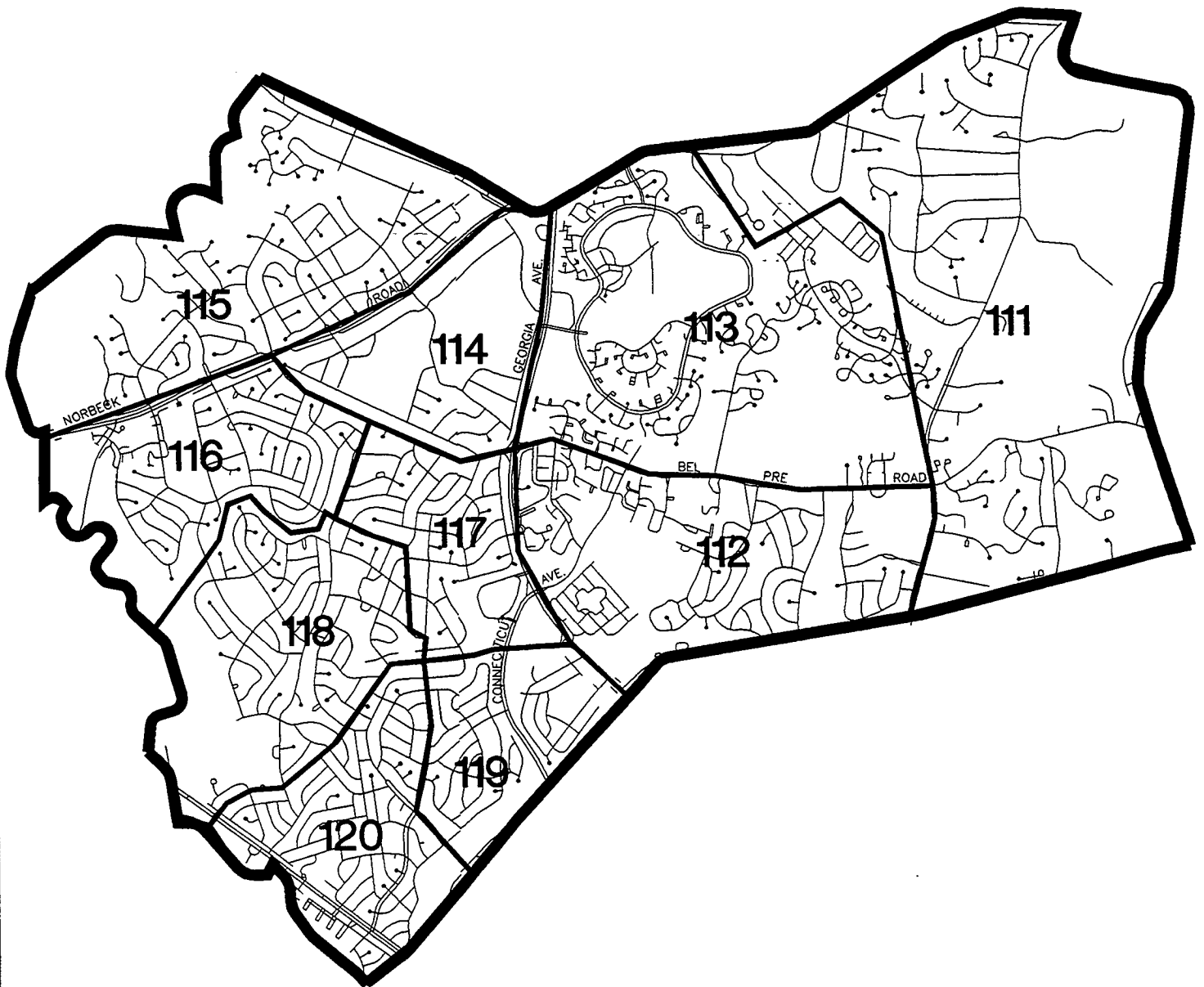
Moratorium for: Housing

Moratorium due to: Existing Base of Development

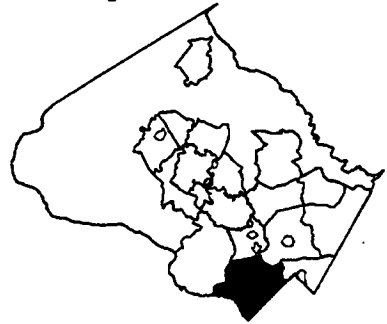
Aspen Hill Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	6,497	18,063
<i>1996 Base</i>	6,344	22,536
<i>Pipeline (3/31/97)</i>	44	2,307
<i>FY97 Net Remaining</i>	109	-6,680
<i>Draft FY98 Gross Ceiling</i>	6,497	18,063
<i>Draft FY98 Net Remaining</i>	109	-6,780

Aspen Hill Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	0	23
<i>Draft Housing Queue (3/31/97)</i>	24	12
<i>Jobs/Housing Ratio</i>	0.29	24
<i>Land Area in Square Miles</i>	12.54	8

ASPEN HILL POLICY AREA BY TRAFFIC ZONES



North



BETHESDA/CHEVY CHASE and BETHESDA CBD

Regional Transit Accessibility: 0.10
Transit Mode Share: 0.23
Average Congestion Index (Auto): 0.73
Auto Mode Share: 0.77
Not in Moratorium

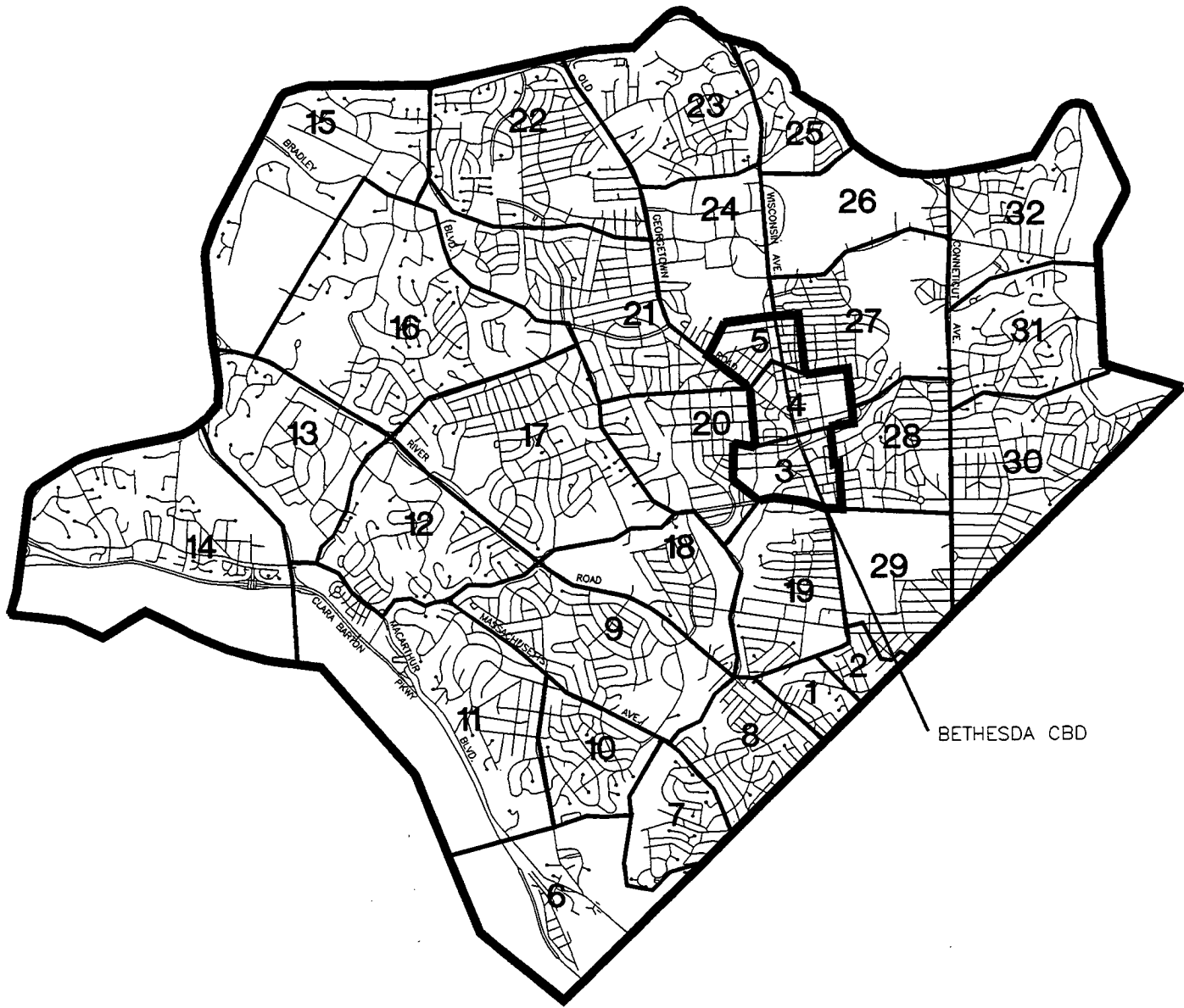
Bethesda/Chevy Chase Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	51,298	38,623
<i>1996 Base</i>	45,451	30,885
<i>Pipeline (3/31/97)</i>	2,638	964
<i>FY97 Net Remaining</i>	3,209	6,774
<i>Draft FY98 Gross Ceiling</i>	51,298	38,623
<i>Draft FY98 Net Remaining</i>	3,209	6,774

Bethesda/Chevy Chase Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	29	18
<i>Draft Housing Queue (3/31/97)</i>	181	7
<i>Jobs/Housing Ratio</i>	1.48	14
<i>Land Area in Square Miles</i>	20.17	3

Bethesda CBD Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	45,464	8,401
<i>1996 Base</i>	38,544	4,978
<i>Pipeline (3/31/97)</i>	2,819	241
<i>FY97 Net Remaining</i>	4,101	3,182
<i>Draft FY98 Gross Ceiling</i>	45,464	8,401
<i>Draft FY98 Net Remaining</i>	4,101	3,182

Bethesda CBD Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	175	15
<i>Draft Housing Queue (3/31/97)</i>	0	24
<i>Jobs/Housing Ratio</i>	7.73	5
<i>Land Area in Square Miles</i>	.66	22

BETHESDA / CHEVY CHASE POLICY AREA
INCLUDING BETHESDA CBD
BY TRAFFIC ZONES



CLARKSBURG

Regional Transit Accessibility: 0.98

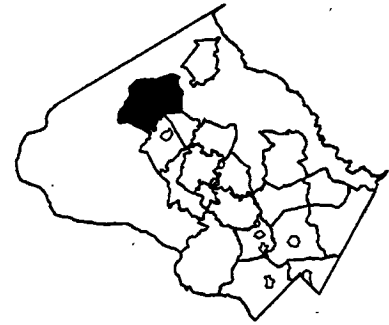
Transit Mode Share: 0.04

Average Congestion Index (Auto): 0.57

Auto Mode Share: 0.96

Moratorium for: Jobs and Housing

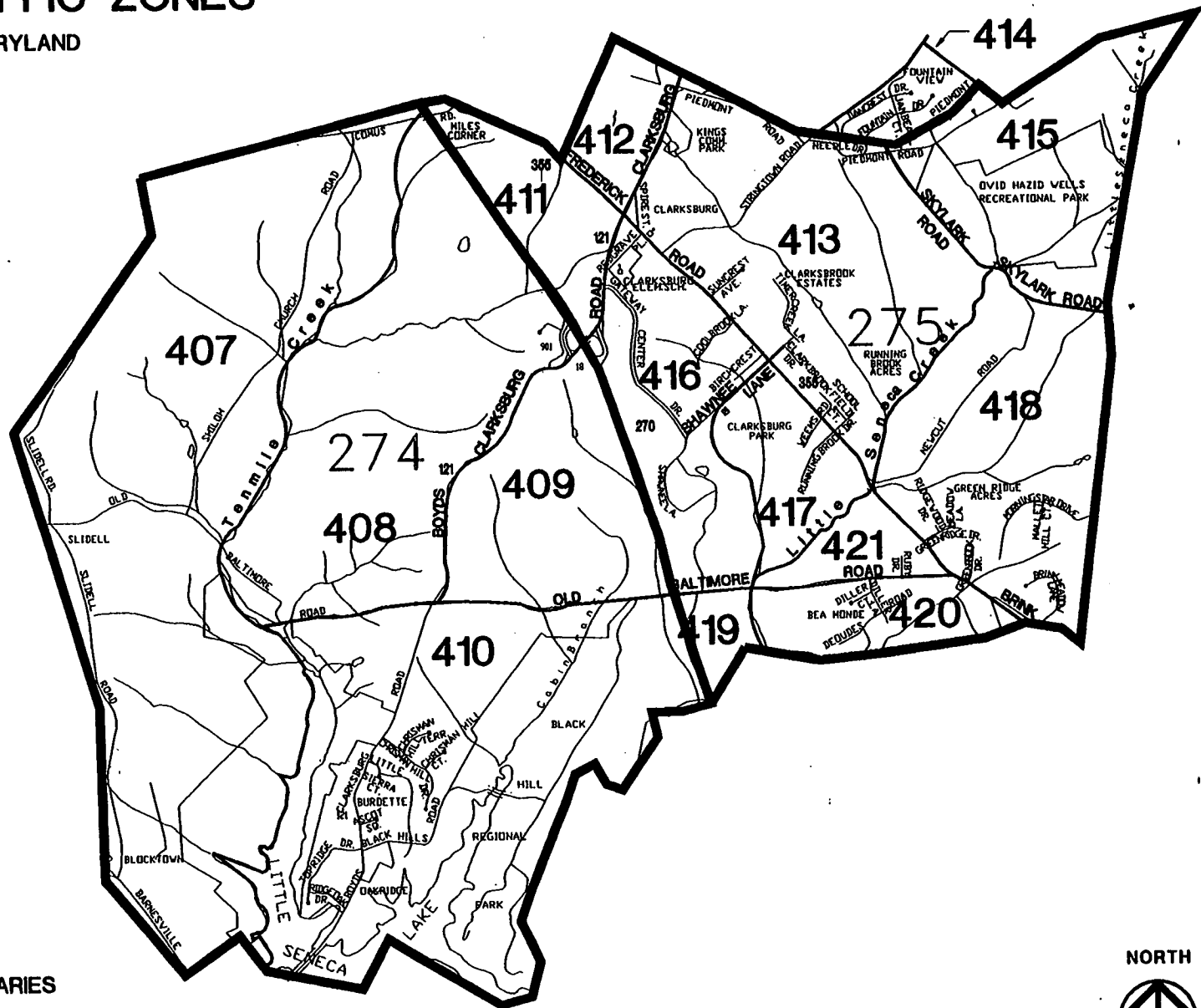
Moratorium due to: Pipeline of Approved Development



Clarksburg Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	5,609	741
<i>1996 Base</i>	1,610	555
<i>Pipeline (3/31/97)</i>	4,774	1,549
<i>FY97 Net Remaining</i>	-775	-1,363
<i>Draft FY98 Gross Ceiling</i>	5,609	741
<i>Draft FY98 Net Remaining</i>	-775	-1,363
Clarksburg Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	3,929	3
<i>Draft Housing Queue (3/31/97)</i>	189	6
<i>Jobs/Housing Ratio</i>	2.85	12
<i>Land Area in Square Miles</i>	16.1	6

CLARKSBURG POLICY AREA BY TRAFFIC ZONES

MONTGOMERY COUNTY, MARYLAND



— POLICY AREA BOUNDARIES
— TRAFFIC ZONE BOUNDARIES
 284 TRAFFIC ZONE NUMBERS

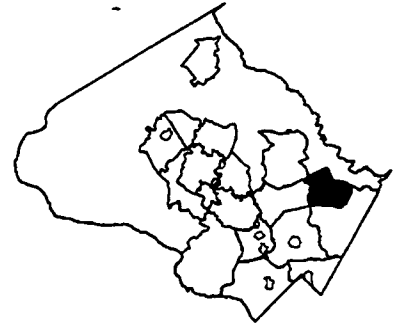
SOURCE: MONTGOMERY COUNTY PLANNING DEPARTMENT MARCH 1995

NORTH



NO SCALE

CLOVERLY

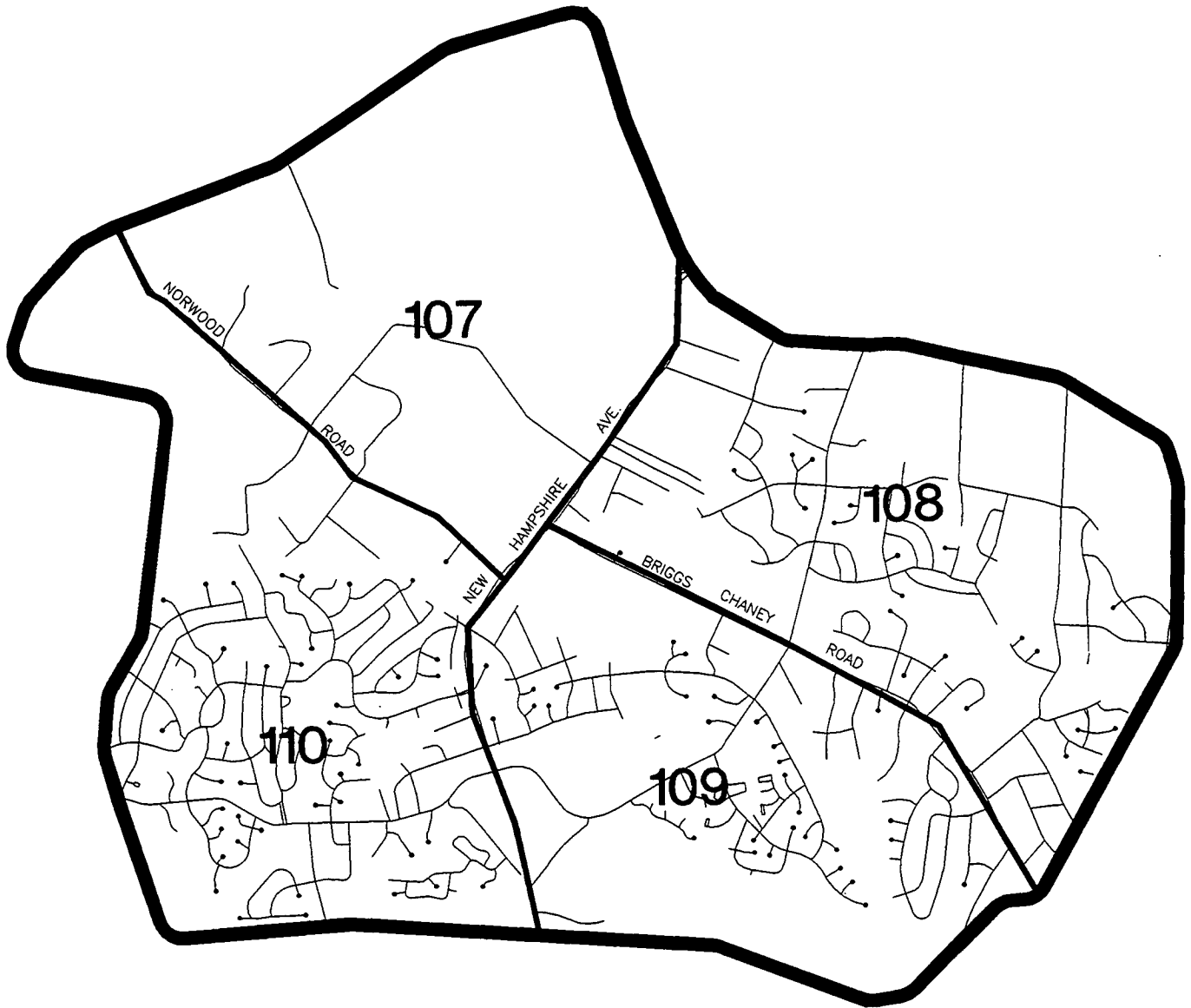


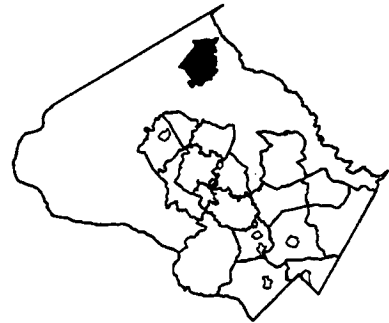
Regional Transit Accessibility: 0.83
Transit Mode Share: 0.06
Average Congestion Index (Auto): 0.57
Auto Mode Share: 0.94
Not in Moratorium

Cloverly Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	892	6,437
<i>1996 Base</i>	547	4,664
<i>Pipeline (3/31/97)</i>	140	481
<i>FY97 Net Remaining</i>	205	1,292
<i>Draft FY98 Gross Ceiling</i>	892	6,437
<i>Draft FY98 Net Remaining</i>	205	1,292

Cloverly Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	4	20
<i>Draft Housing Queue (3/31/97)</i>	45	11
<i>Jobs/Housing Ratio</i>	0.12	26
<i>Land Area in Square Miles</i>	9.96	12

CLOVERLY POLICY AREA BY TRAFFIC ZONES





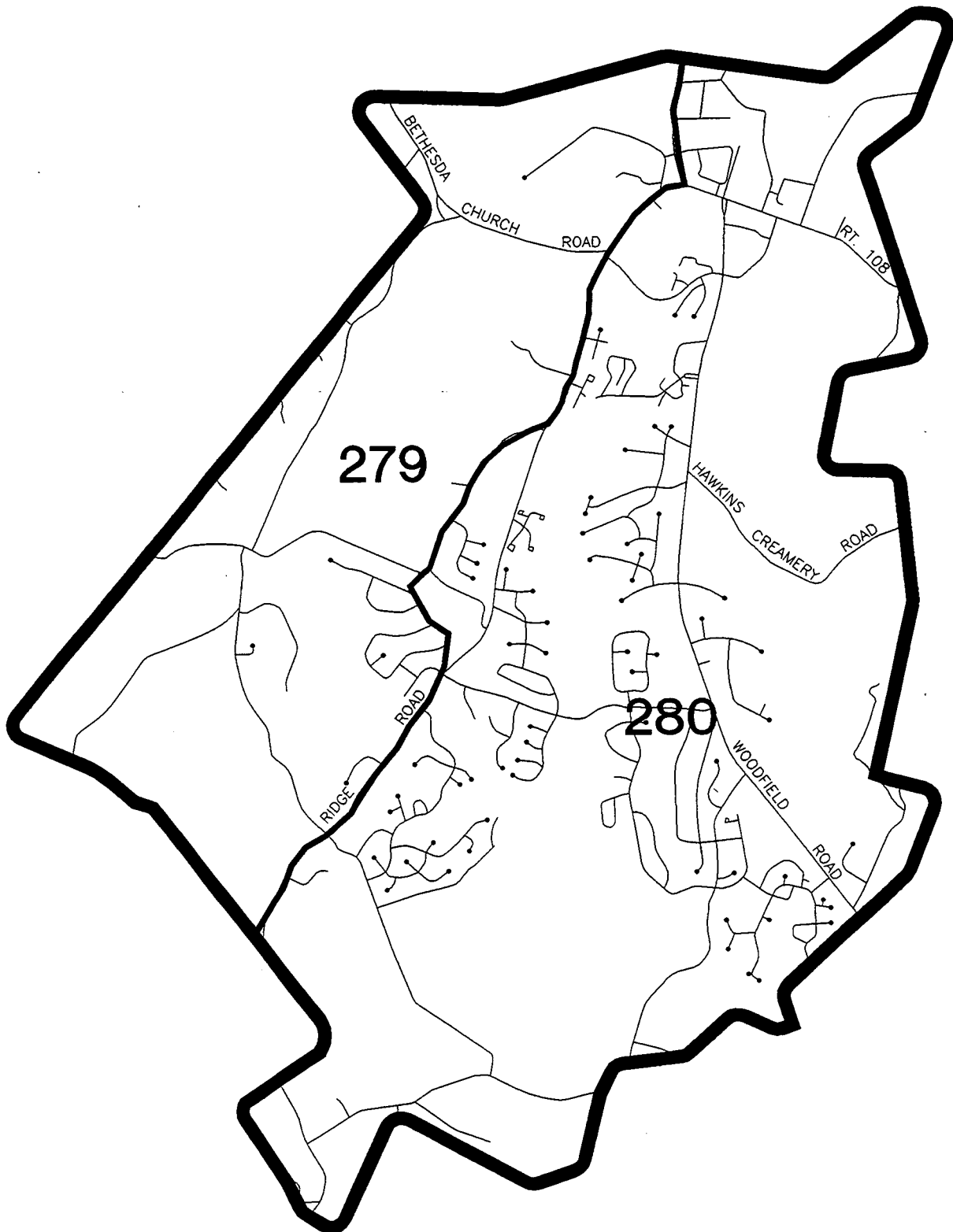
DAMASCUS

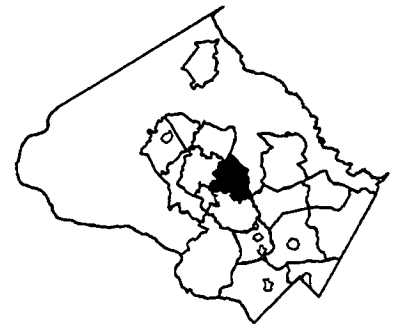
Regional Transit Accessibility: 0.96
Transit Mode Share: 0.07
Average Congestion Index (Auto): 0.56
Auto Mode Share: 0.93
Moratorium for: *Housing*
Moratorium due to: *Existing Base of Development*

Damascus Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	2,218	1,773
<i>1996 Base</i>	2,062	2,547
<i>Pipeline (3/31/97)</i>	143	491
<i>FY97 Net Remaining</i>	13	-1,265
<i>Draft FY98 Gross Ceiling</i>	2,218	1,773
<i>Draft FY98 Net Remaining</i>	13	-1,265

Damascus Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	860	6
<i>Draft Housing Queue (3/31/97)</i>	80	9
<i>Jobs/Housing Ratio</i>	0.78	16
<i>Land Area in Square Miles</i>	9.60	14

DAMASCUS POLICY AREA BY TRAFFIC ZONES





DERWOOD and SHADY GROVE

Regional Transit Accessibility: 0.65

Transit Mode Share: 0.17

Average Congestion Index (Auto): 0.57

Auto Mode Share: 0.83

Moratorium for: Jobs (Derwood only)

Moratorium due to: Pipeline Plus Existing Base of Development

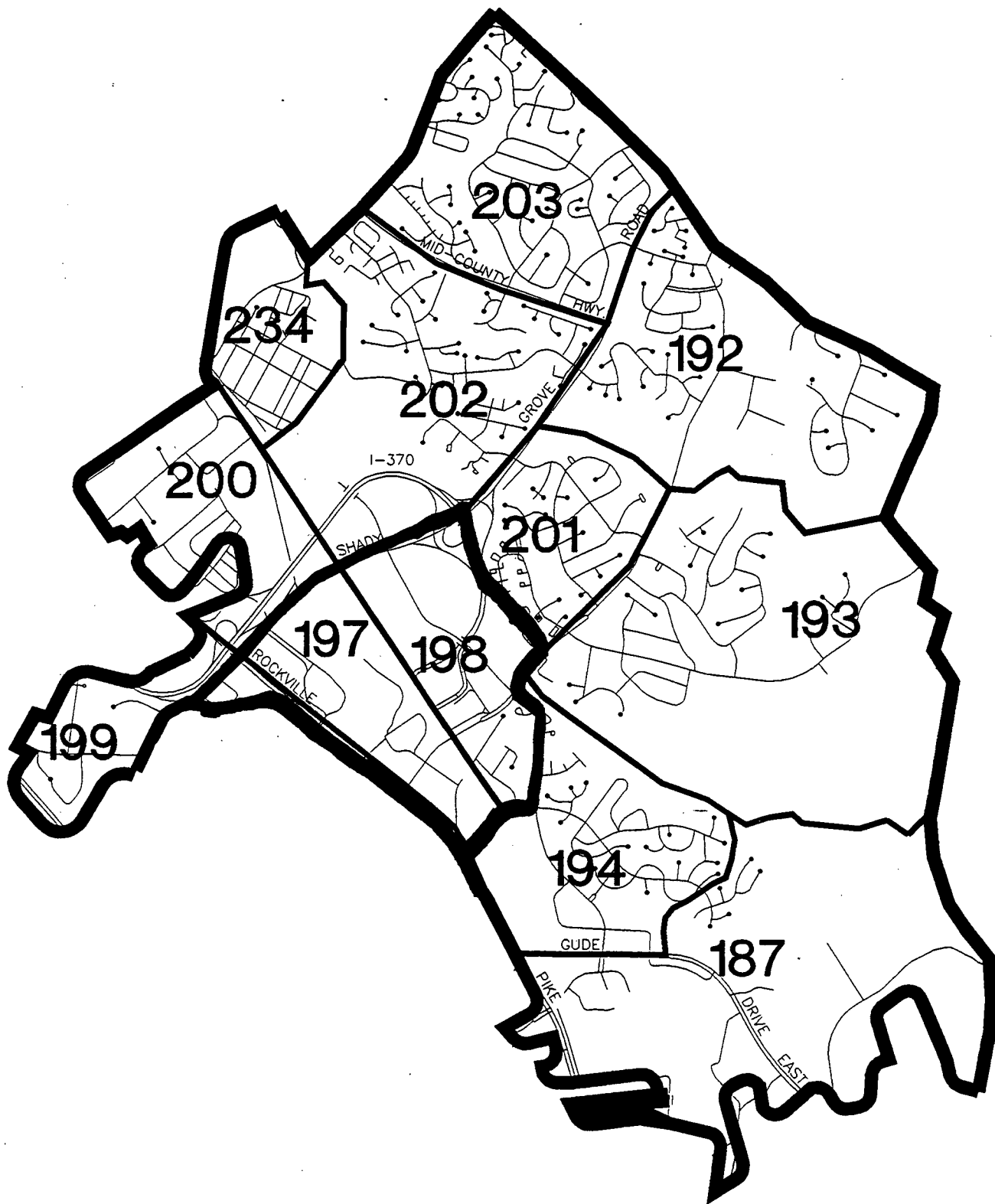
Derwood Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	19,198	6,552
<i>1996 Base</i>	17,305	5,643
<i>Pipeline (3/31/97)</i>	2,596	34
<i>FY97 Net Remaining</i>	-703	875
<i>Draft FY98 Gross Ceiling</i>	19,198	6,552
<i>Draft FY98 Net Remaining</i>	-703	875

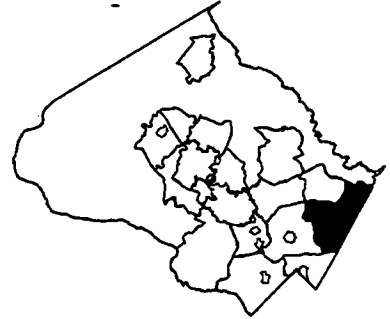
Derwood Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	5,428	2
<i>Draft Housing Queue (3/31/97)</i>	174	8
<i>Jobs/Housing Ratio</i>	4.09	10
<i>Land Area in Square Miles</i>	7.2	17

Shady Grove Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	6,890	506
<i>1996 Base</i>	5,890	6
<i>Pipeline (3/31/97)</i>	2	0
<i>FY97 Net Remaining</i>	998	500
<i>Draft FY98 Gross Ceiling</i>	5,890	506
<i>Draft FY98 Net Remaining</i>	998	500

Shady Grove Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	2	23
<i>Draft Housing Queue (3/31/97)</i>	0	21
<i>Jobs/Housing Ratio</i>	982	2
<i>Land Area in Square Miles</i>	0.8	20

**DERWOOD & SHADY GROVE POLICY AREAS
BY TRAFFIC ZONE**





FAIRLAND/WHITE OAK

Regional Transit Accessibility: 0.55

Transit Mode Share: 0.14

Average Congestion Index (Auto): 0.59

Auto Mode Share: 0.86

Moratorium for: Jobs and Housing

Moratorium due to: Existing Base of Development

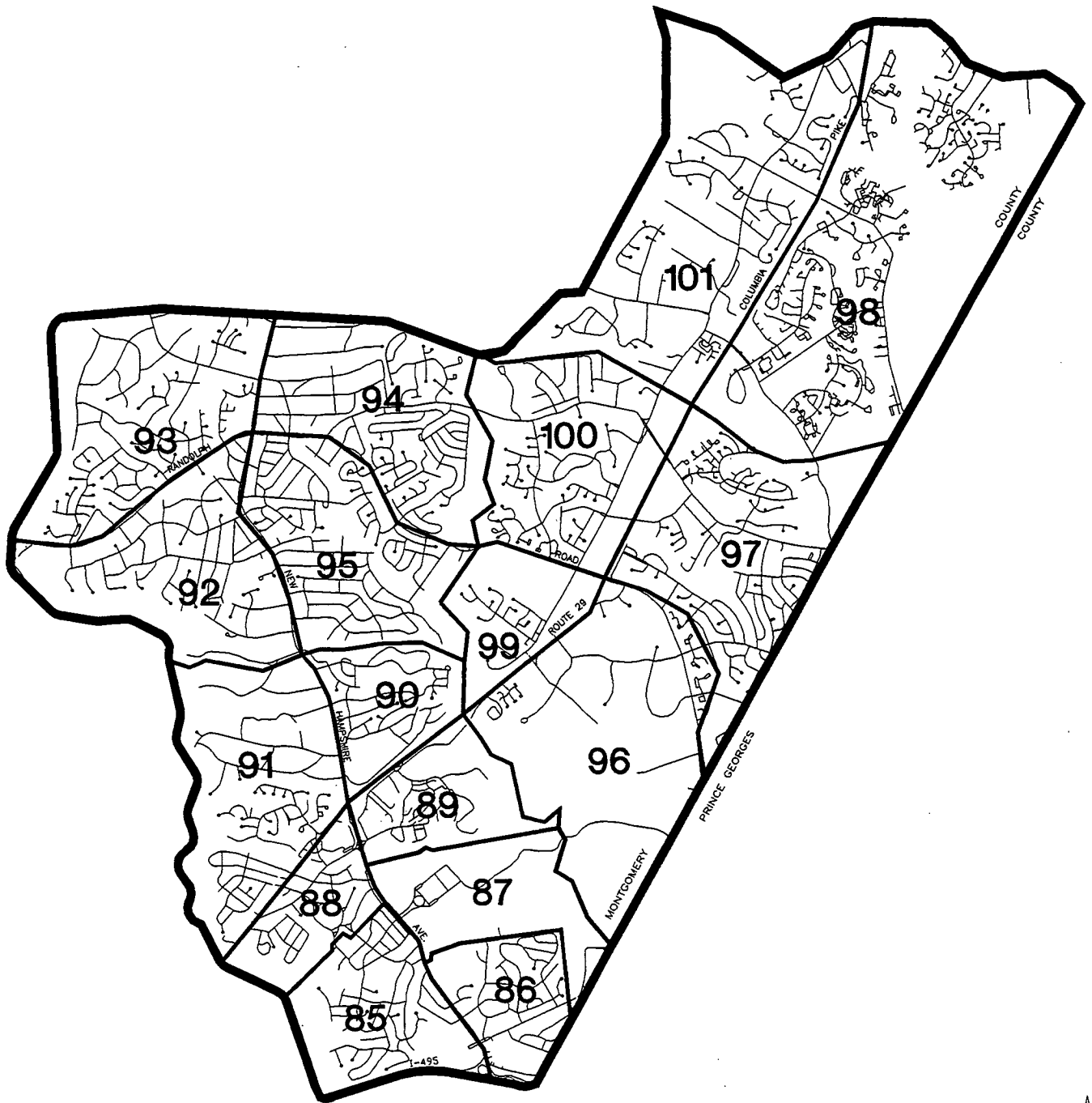
Fairland/White Oak Ceilings

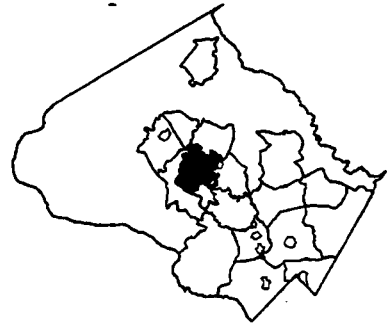
	Jobs	Housing
<i>FY97 Gross Ceiling</i>	22,639	22,487
<i>1996 Base</i>	25,406	25,734
<i>Pipeline (3/31/97)</i>	5,849	920
<i>FY97 Net Remaining</i>	-8,616	-4,167
<i>Draft FY98 Gross Ceiling</i>	22,639	22,487
<i>Draft FY98 Net Remaining</i>	-8,616	-4,167

Fairland/White Oak Profile

	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	181	14
<i>Draft Housing Queue (3/31/97)</i>	756	1
<i>Jobs/Housing Ratio</i>	.98	15
<i>Land Area in Square Miles</i>	20.87	2

FAIRLAND / WHITE OAK POLICY AREA BY TRAFFIC ZONES





CITY OF GAITHERSBURG

Regional Transit Accessibility: 0.70

Transit Mode Share: 0.16

Average Congestion Index (Auto): 0.56

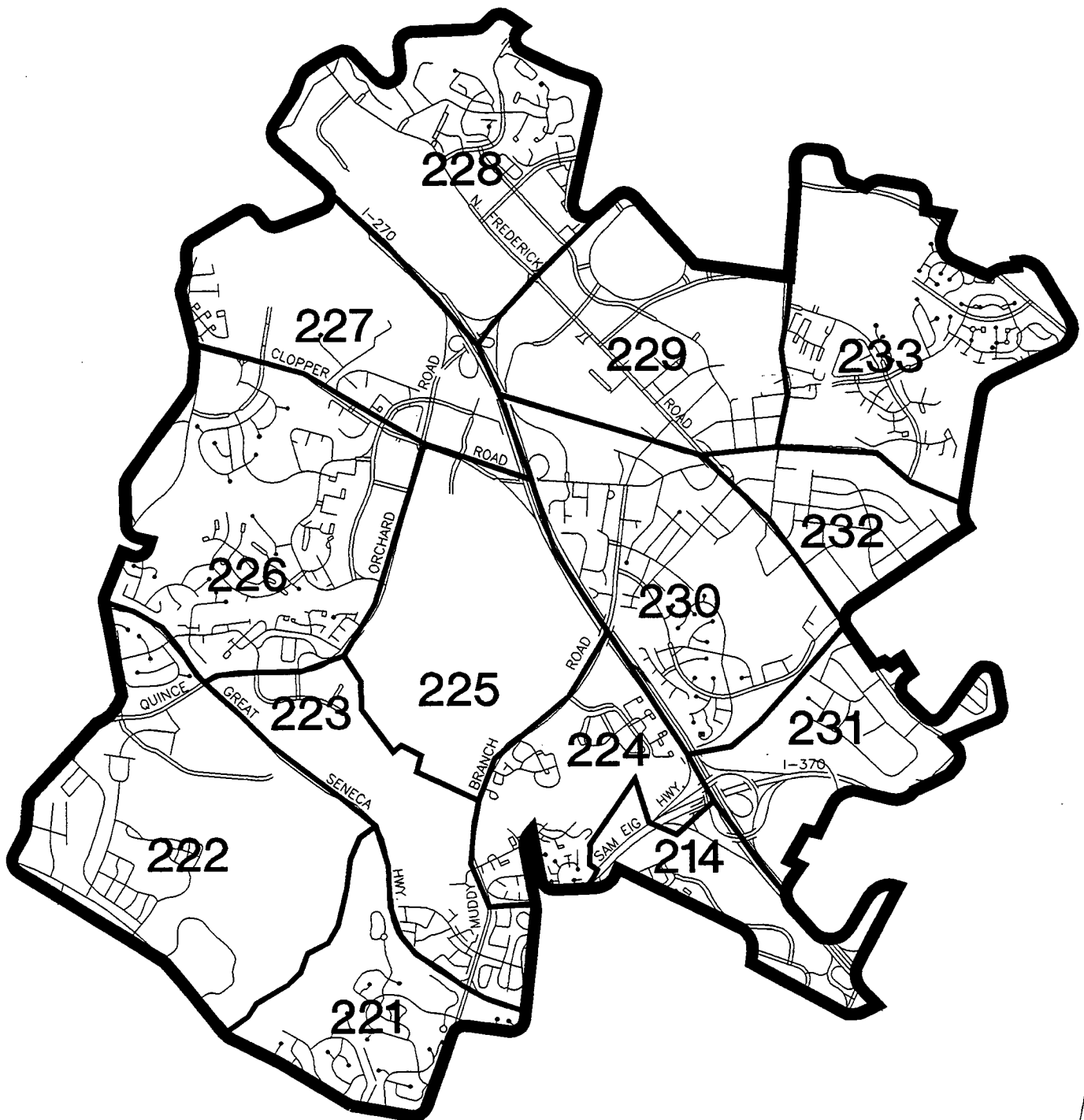
Auto Mode Share: 0.84

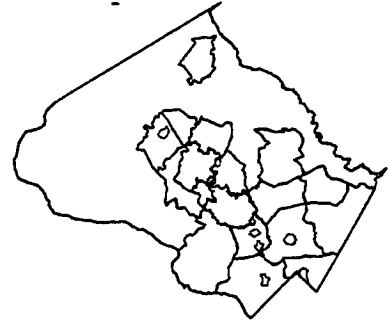
Level of Service Exceeded, is Not Subject to County Review

Gaithersburg Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	54,869	19,756
<i>1996 Base</i>	43,337	18,448
<i>Pipeline (3/31/97)</i>	16,808	2,730
<i>FY97 Net Remaining</i>	-5,276	-1,422
<i>Draft FY98 Gross Ceiling</i>	54,869	19,756
<i>Draft FY98 Net Remaining</i>	-5,276	-1,422

Gaithersburg Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	0	26
<i>Draft Housing Queue (3/31/97)</i>	0	26
<i>Jobs/Housing Ratio</i>	2.24	13
<i>Land Area in Square Miles</i>	10.67	10

GAITHERSBURG CITY POLICY AREA BY TRAFFIC ZONES





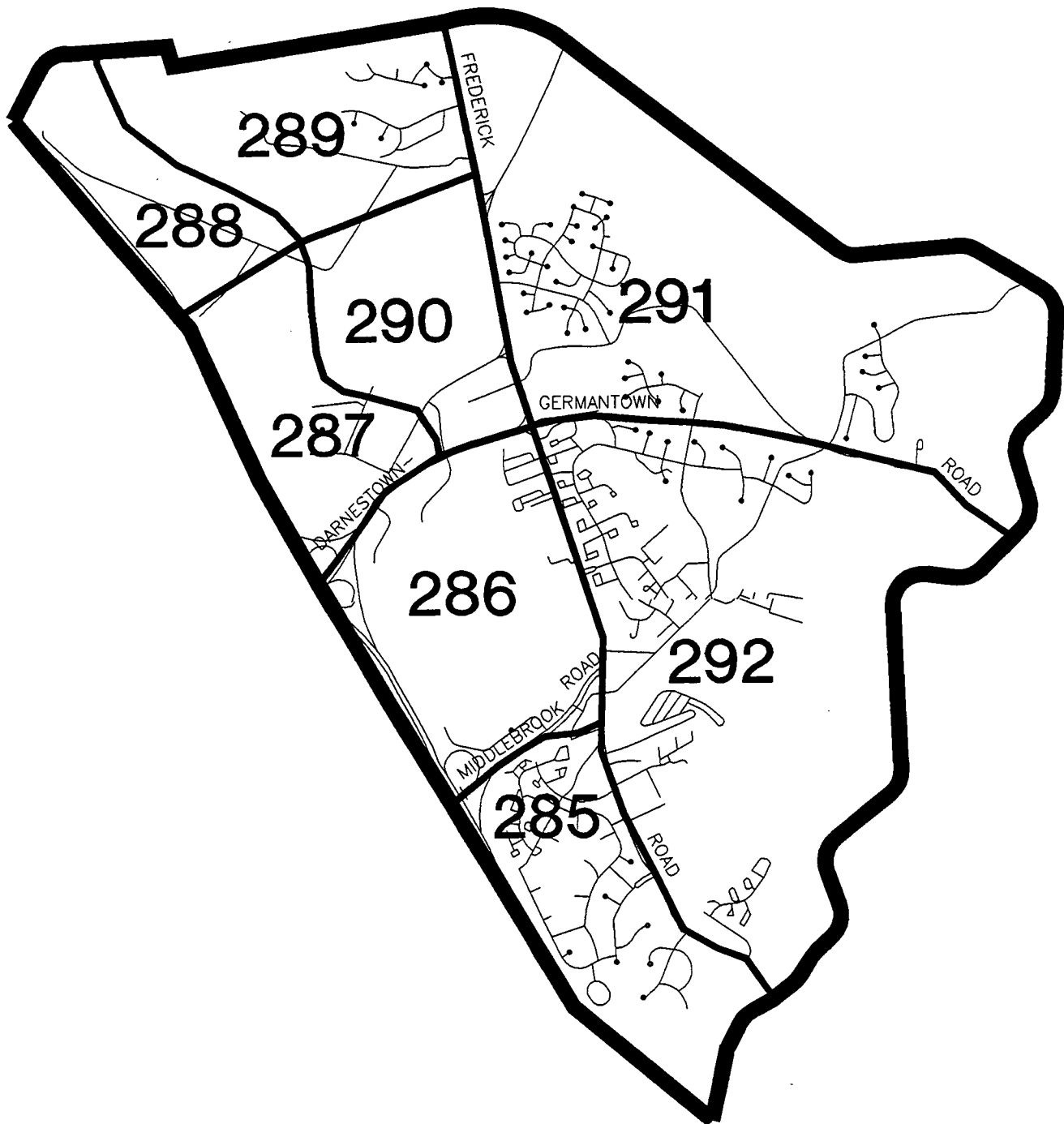
GERMANTOWN EAST

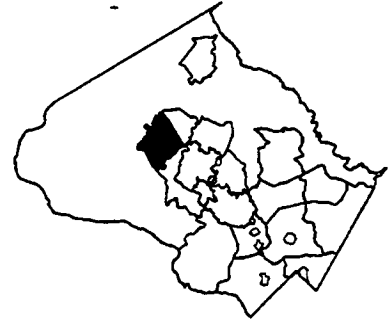
Regional Transit Accessibility: 0.81
Transit Mode Share: 0.07
Average Congestion Index (Auto): 0.57
Auto Mode Share: 0.88
Not in Moratorium

Germantown East Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	20,324	10,561
<i>1996 Base</i>	3,554	5,523
<i>Pipeline (3/31/97)</i>	16,210	3,475
<i>FY97 Net Remaining</i>	565	1,604
<i>Draft FY98 Gross Ceiling</i>	20,324	10,561
<i>Draft FY98 Net Remaining</i>	560	1,563

Germantown East Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	10,406	1
<i>Draft Housing Queue (3/31/97)</i>	365	3
<i>Jobs/Housing Ratio</i>	0.69	17
<i>Land Area in Square Miles</i>	5.96	18

GERMANTOWN EAST POLICY AREA BY TRAFFIC ZONES





GERMANTOWN WEST and GERMANTOWN TOWN CENTER

Regional Transit Accessibility: 0.82
Transit Mode Share: 0.12
Average Congestion Index (Auto): 0.55
Auto Mode Share: 0.88
Not in Moratorium

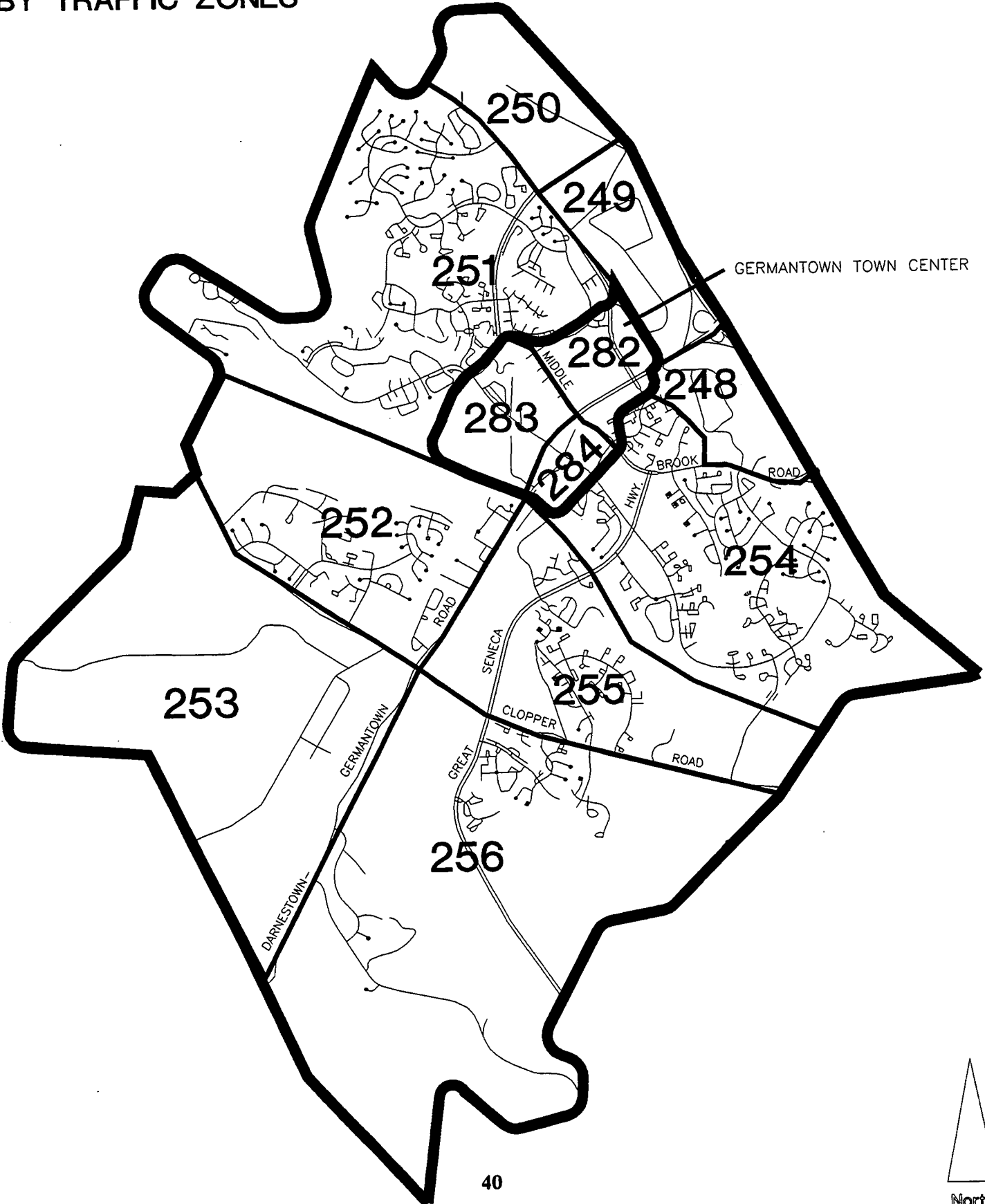
Germantown West Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	23,600	22,629
<i>1996 Base</i>	7,355	15,160
<i>Pipeline (3/31/97)</i>	14,613	7,113
<i>FY97 Net Remaining</i>	1,632	356
<i>Draft FY98 Gross Ceiling</i>	23,600	22,629
<i>Draft FY98 Net Remaining</i>	1,632	356

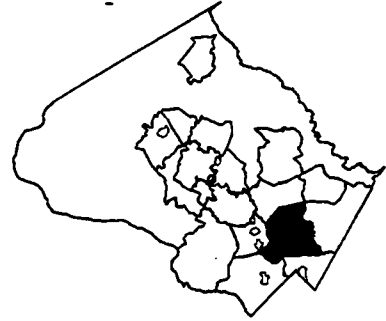
Germantown West Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	874	5
<i>Draft Housing Queue (3/31/97)</i>	80	10
<i>Jobs/Housing Ratio</i>	0.45	22
<i>Land Area in Square Miles</i>	10.76	9

Germantown Town Center Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	9,653	1,911
<i>1996 Base</i>	2,554	62
<i>Pipeline (3/31/97)</i>	3,360	85
<i>FY97 Net Remaining</i>	3,739	1,764
<i>Draft FY98 Gross Ceiling</i>	9,653	1,911
<i>Draft FY98 Net Remaining</i>	3,739	1,764

Germantown Town Center Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	580	7
<i>Draft Housing Queue (3/31/97)</i>	500	2
<i>Jobs/Housing Ratio</i>	283.22	3
<i>Land Area in Square Miles</i>	0.48	24

GERMANTOWN WEST POLICY AREA
INCLUDING GERMANTOWN TOWN CENTER
BY TRAFFIC ZONES





KENSINGTON/WHEATON and WHEATON CBD

Regional Transit Accessibility: 0.09

Transit Mode Share: 0.17

Average Congestion Index (Auto): 0.69

Auto Mode Share: 0.83

Not in Moratorium

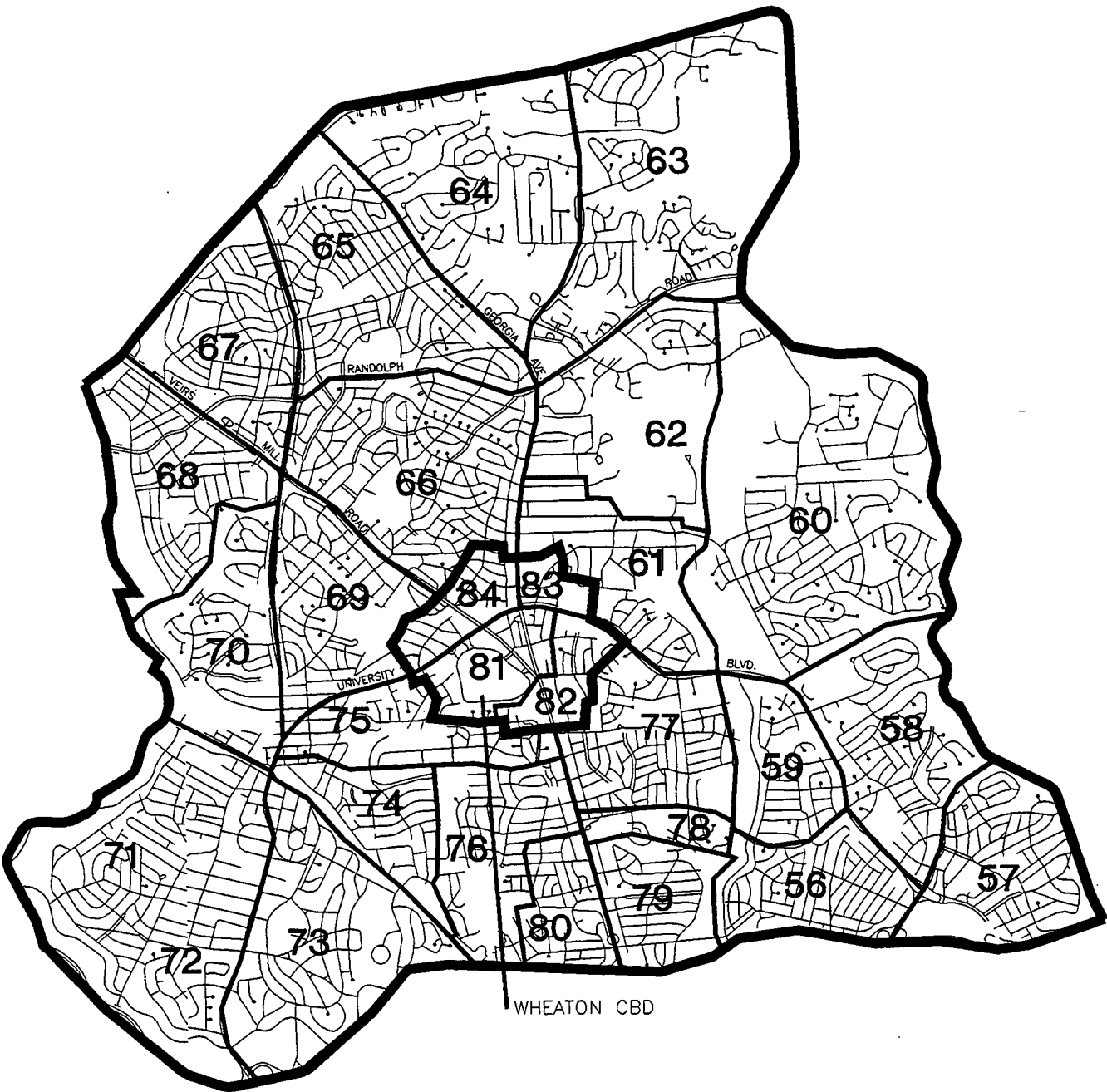
Kensington/Wheaton	Jobs	Housing
<i>FY97 Gross Ceiling</i>	16,261	35,843
<i>1996 Base</i>	13,399	33,468
<i>Pipeline (3/31/97)</i>	462	613
<i>FY97 Net Remaining</i>	2,400	1,762
<i>Draft FY98 Gross Ceiling</i>	16,261	38,843
<i>Draft FY98 Net Remaining</i>	2,400	1,762

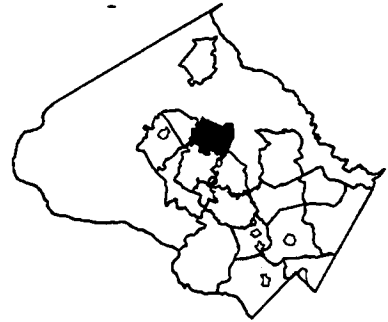
Kensington/Wheaton Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	25	19
<i>Draft Housing Queue (3/31/97)</i>	259	4
<i>Jobs/Housing Ratio</i>	0.40	23
<i>Land Area in Square Miles</i>	18.89	4

Wheaton CBD Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	11,534	3,306
<i>1996 Base</i>	8,771	1,783
<i>Pipeline (3/31/97)</i>	129	14
<i>FY97 Net Remaining</i>	2,634	1,509
<i>Draft FY98 Gross Ceiling</i>	11,534	3,306
<i>Draft FY98 Net Remaining</i>	2,634	1,509

Wheaton CBD Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	251	12
<i>Draft Housing Queue (3/31/97)</i>	0	20
<i>Jobs/Housing Ratio</i>	4.91	8
<i>Land Area in Square Miles</i>	.76	21

KENSINGTON / WHEATON POLICY AREA
INCLUDING WHEATON CBD
BY TRAFFIC ZONES





MONTGOMERY VILLAGE/AIRPARK

Regional Transit Accessibility: *0.76*

Transit Mode Share: *0.14*

Average Congestion Index (Auto): *0.56*

Auto Mode Share: *0.86*

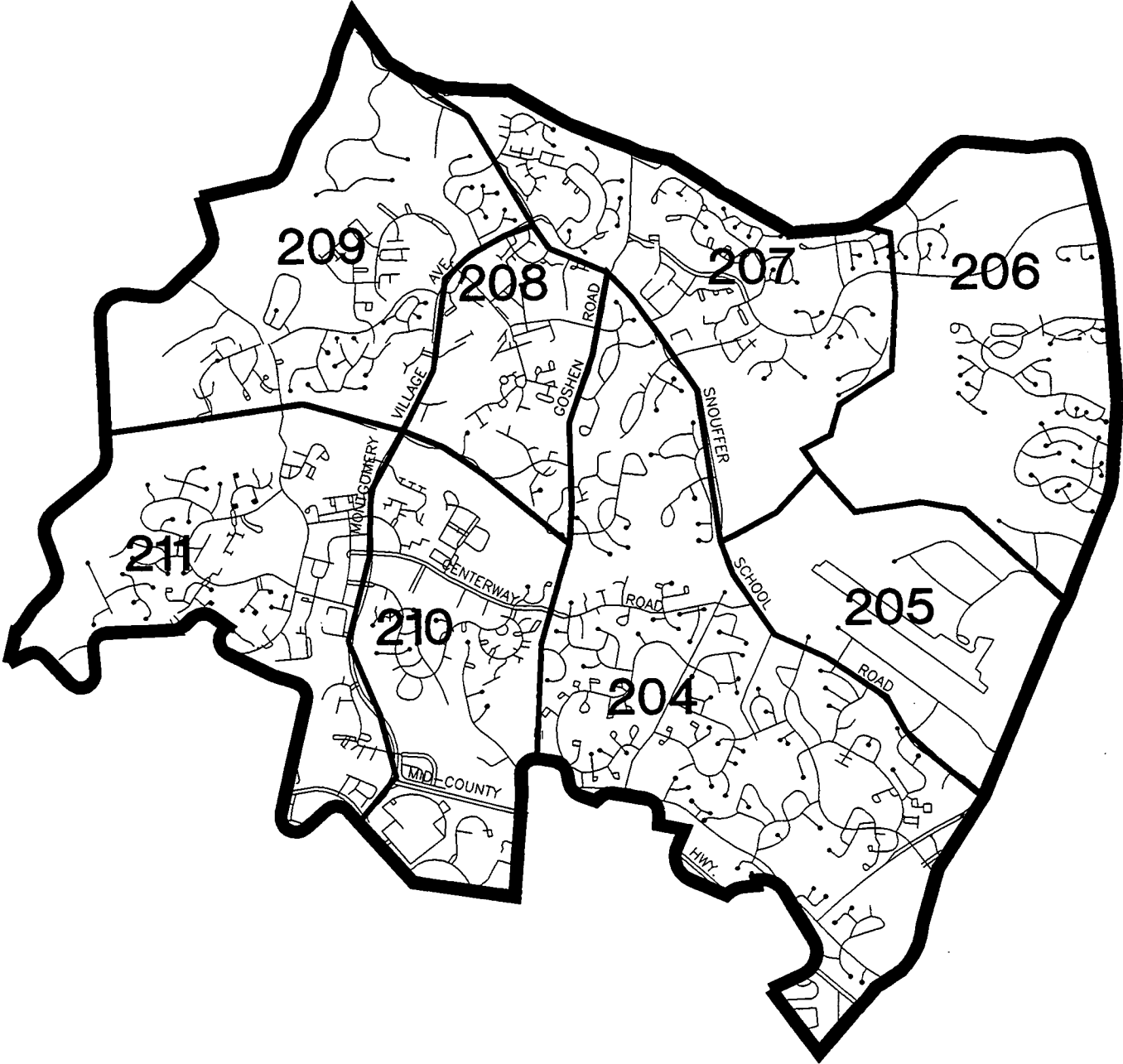
Moratorium for: *Jobs and Housing*

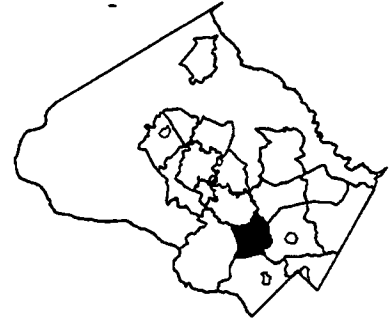
Moratorium due to: *Existing Base of Development*

Montgomery Village/Airpark Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	<i>10,610</i>	<i>10,887</i>
<i>1996 Base</i>	<i>9,497</i>	<i>14,860</i>
<i>Pipeline (3/31/97)</i>	<i>2,834</i>	<i>780</i>
<i>FY97 Net Remaining</i>	<i>-1,742</i>	<i>-5,170</i>
<i>Draft FY98 Gross Ceiling</i>	<i>10,610</i>	<i>10,887</i>
<i>Draft FY98 Net Remaining</i>	<i>-1,742</i>	<i>-5,170</i>

Montgomery Village/Airpark Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	<i>475</i>	<i>8</i>
<i>Draft Housing Queue (3/31/97)</i>	<i>22</i>	<i>16</i>
<i>Jobs/Housing Ratio</i>	<i>0.66</i>	<i>18</i>
<i>Land Area in Square Miles</i>	<i>9.82</i>	<i>13</i>

MONTGOMERY VILLAGE / AIRPARK POLICY AREA
BY TRAFFIC ZONES





NORTH BETHESDA, GROSVENOR, TWINBROOK, and WHITE FLINT

Regional Transit Accessibility: 0.31
Transit Mode Share: 0.24
Average Congestion Index (Auto): 0.67
Auto Mode Share: 0.76
Not in Moratorium

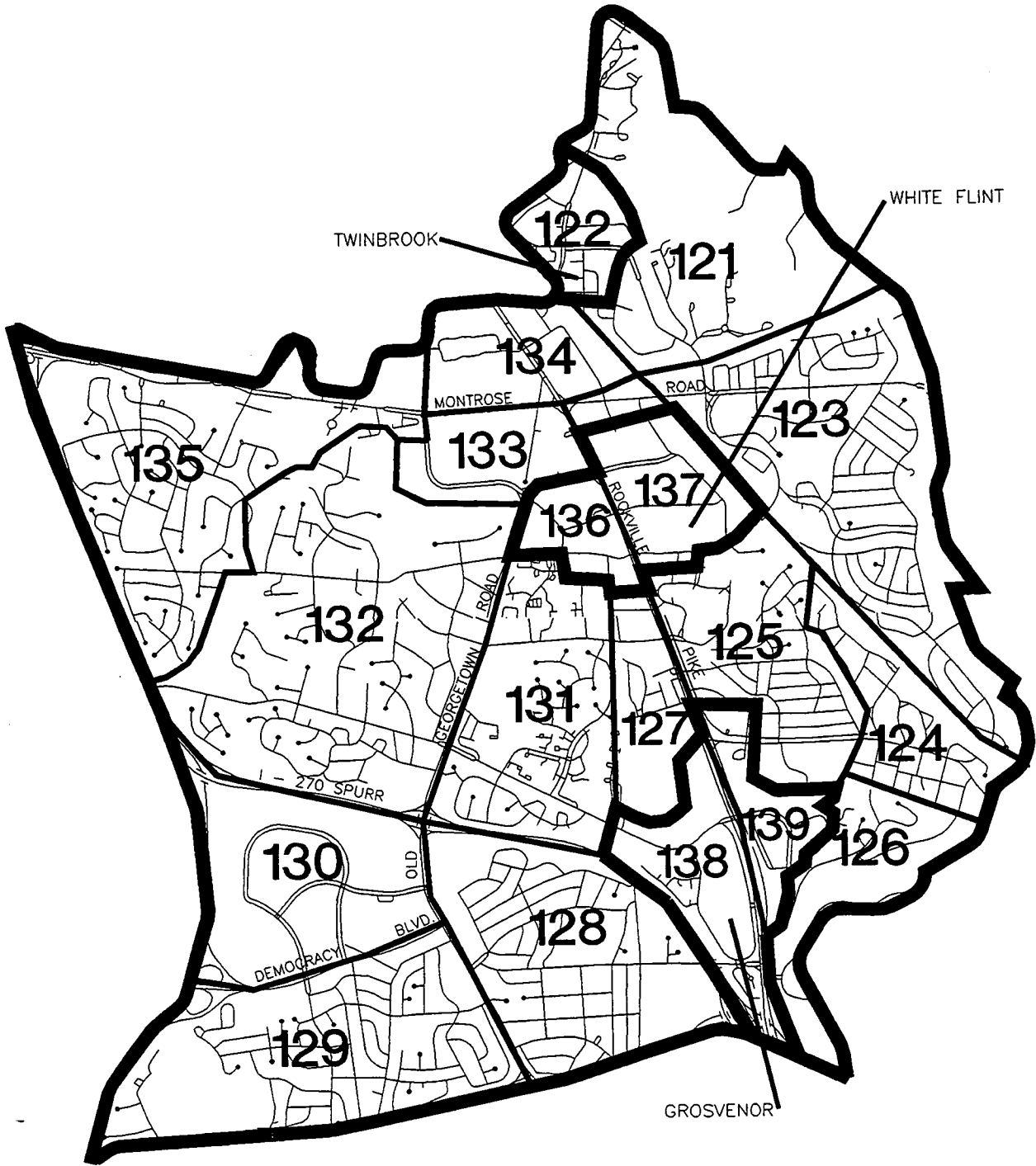
North Bethesda Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	61,962	14,095
<i>1996 Base</i>	56,601	12,139
<i>Pipeline (3/31/97)</i>	4,944	533
<i>FY97 Net Remaining</i>	417	1,458
<i>Draft FY98 Gross Ceiling</i>	61,962	14,095
<i>Draft FY98 Net Remaining</i>	417	1,458

North Bethesda Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	382	9
<i>Draft Housing Queue (3/31/97)</i>	23	13
<i>Jobs/Housing Ratio</i>	4.61	9
<i>Land Area in Square Miles</i>	8.25	15

Grosvenor Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	466	4,421
<i>1996 Base</i>	386	3,021
<i>Pipeline (3/31/97)</i>	0	0
<i>FY97 Net Remaining</i>	80	1,400
<i>Draft FY98 Gross Ceiling</i>	386	4,421
<i>Draft FY98 Net Remaining</i>	80	1,400

Grosvenor Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	0	25
<i>Draft Housing Queue (3/31/97)</i>	0	25
<i>Jobs/Housing Ratio</i>	0.13	25
<i>Land Area in Square Miles</i>	.43	25

**NORTH BETHESDA POLICY AREA
INCLUDING TWINBROOK, WHITE FLINT & GROSVENOR
BY TRAFFIC ZONES**



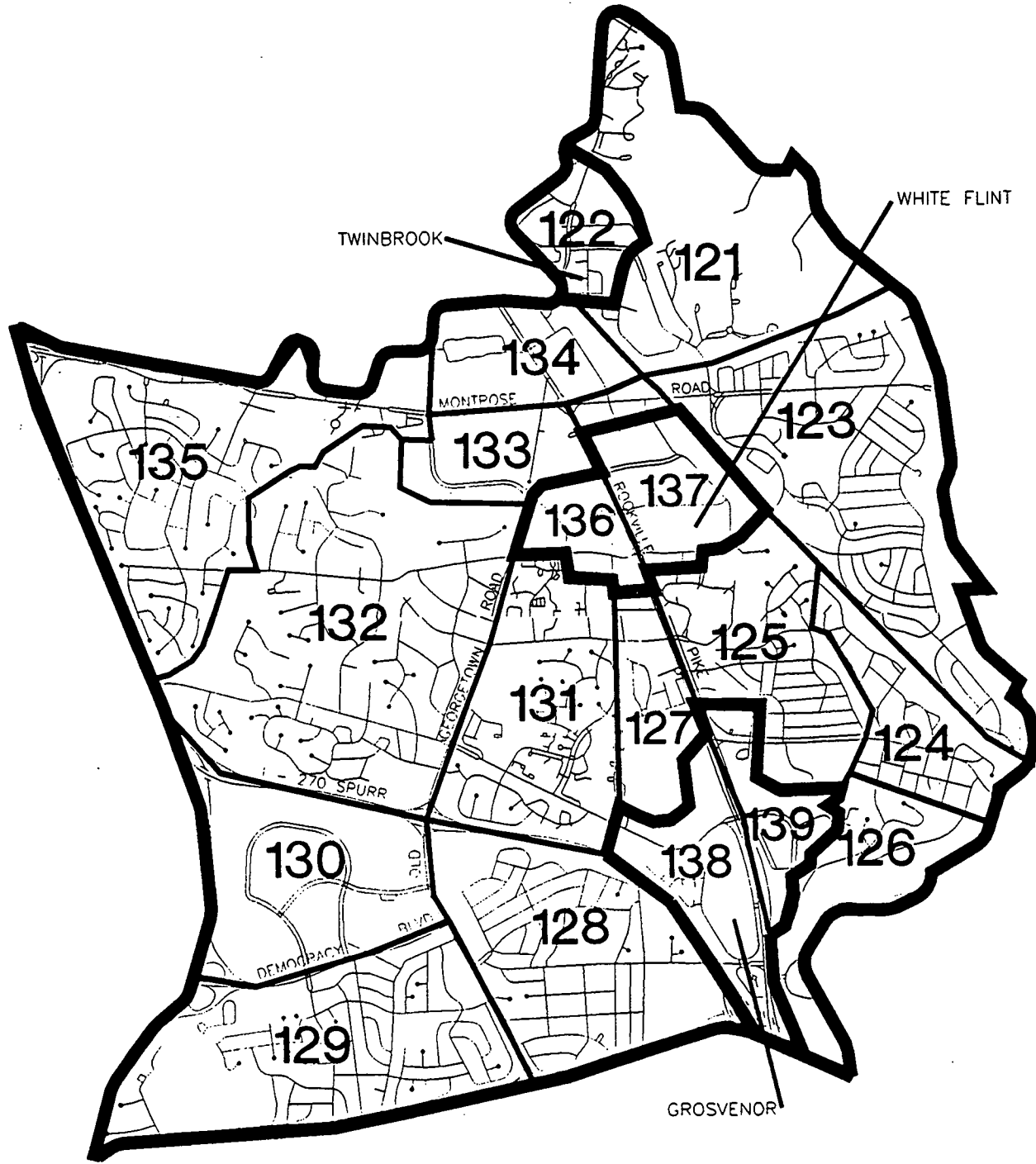
Twinbrook Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	10,308	306
<i>1996 Base</i>	9,337	6
<i>Pipeline (3/31/97)</i>	0	0
<i>FY97 Net Remaining</i>	971	300
<i>Draft FY98 Gross Ceiling</i>	10,308	306
<i>Draft FY98 Net Remaining</i>	971	300

Twinbrook Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	0	21
<i>Draft Housing Queue (3/31/97)</i>	0	21
<i>Jobs/Housing Ratio</i>	1,556.2	1
<i>Land Area in Square Miles</i>	0.16	27

White Flint Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	9,094	2,095
<i>1996 Base</i>	5,922	395
<i>Pipeline (3/31/97)</i>	187	751
<i>FY97 Net Remaining</i>	2,985	949
<i>Draft FY98 Gross Ceiling</i>	9,095	2,095
<i>Draft FY98 Net Remaining</i>	2,985	949

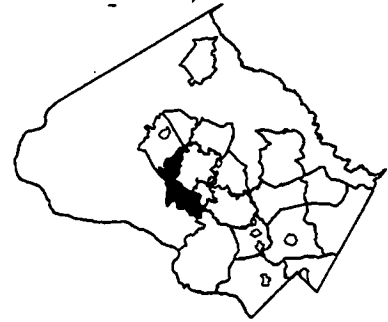
White Flint Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	0	27
<i>Draft Housing Queue (3/31/97)</i>	200	5
<i>Jobs/Housing Ratio</i>	12.49	4
<i>Land Area in Square Miles</i>	0.37	26

**NORTH BETHESDA POLICY AREA
INCLUDING TWINBROOK, WHITE FLINT & GROSVENOR
BY TRAFFIC ZONES**



This map intentionally repeated.





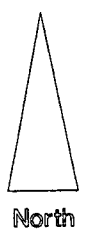
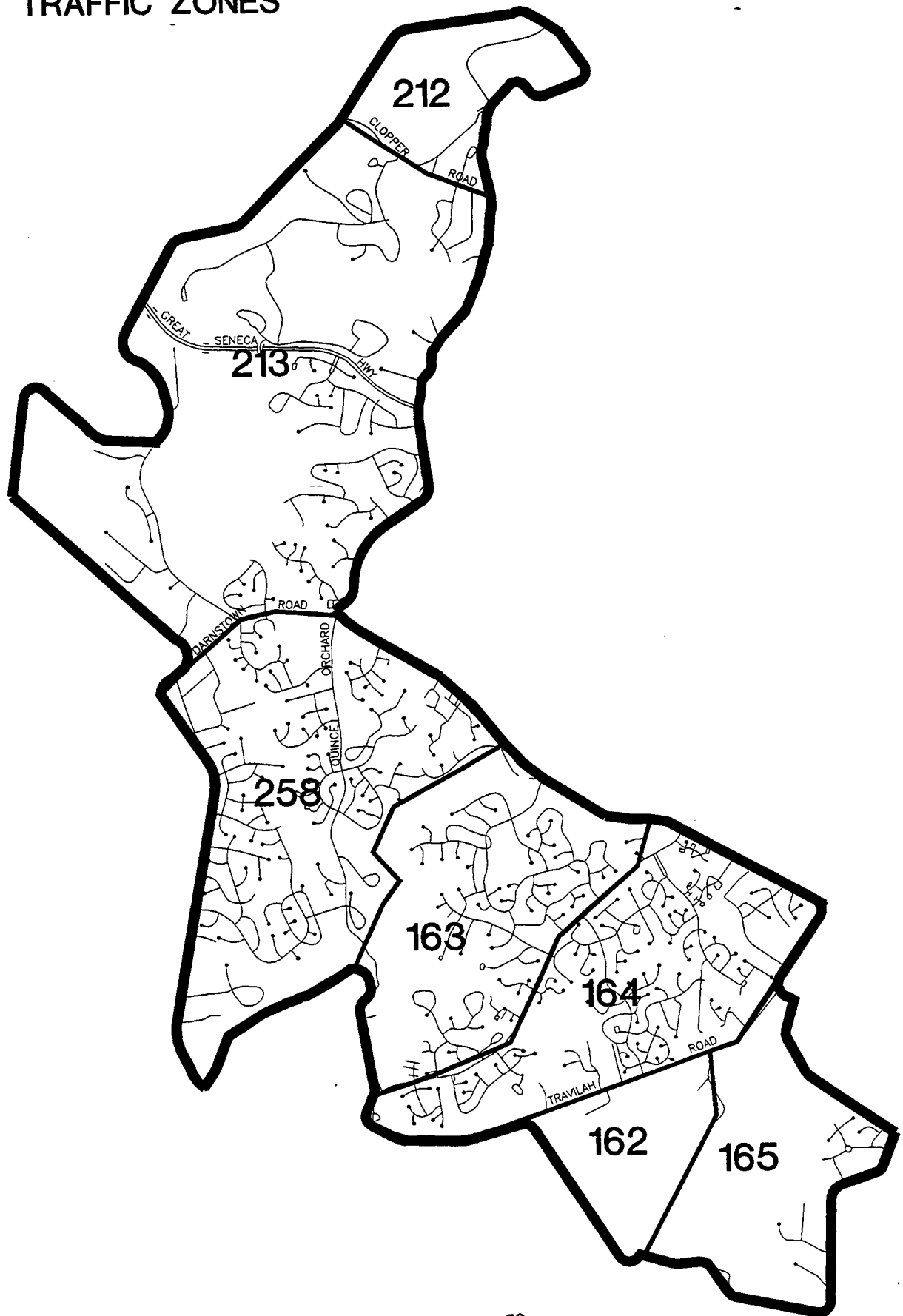
NORTH POTOMAC

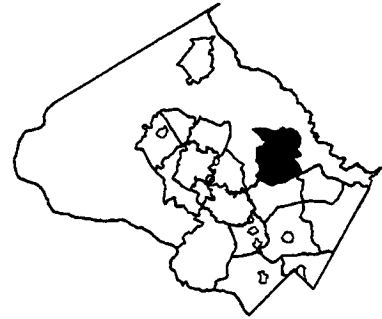
Regional Transit Accessibility: 0.81
Transit Mode Share: 0.07
Average Congestion Index (Auto): 0.57
Auto Mode Share: 0.93
Moratorium for: *Housing*
Moratorium due to: *Existing Base of Development*

North Potomac Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	916	7,247
<i>1996 Base</i>	723	7,467
<i>Pipeline (3/31/97)</i>	98	890
<i>FY97 Net Remaining</i>	95	-1,110
<i>Draft FY98 Gross Ceiling</i>	916	7,247
<i>Draft FY98 Net Remaining</i>	95	-1,110

North Potomac Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	173	16
<i>Draft Housing Queue (3/31/97)</i>	12	17
<i>Jobs/Housing Ratio</i>	0.08	27
<i>Land Area in Square Miles</i>	10.56	11

**NORTH POTOMAC POLICY AREA
BY TRAFFIC ZONES**





OLNEY

Regional Transit Accessibility: 0.72
Transit Mode Share: 0.06
Average Congestion Index (Auto): 0.58
Auto Mode Share: 0.94
Not in Moratorium

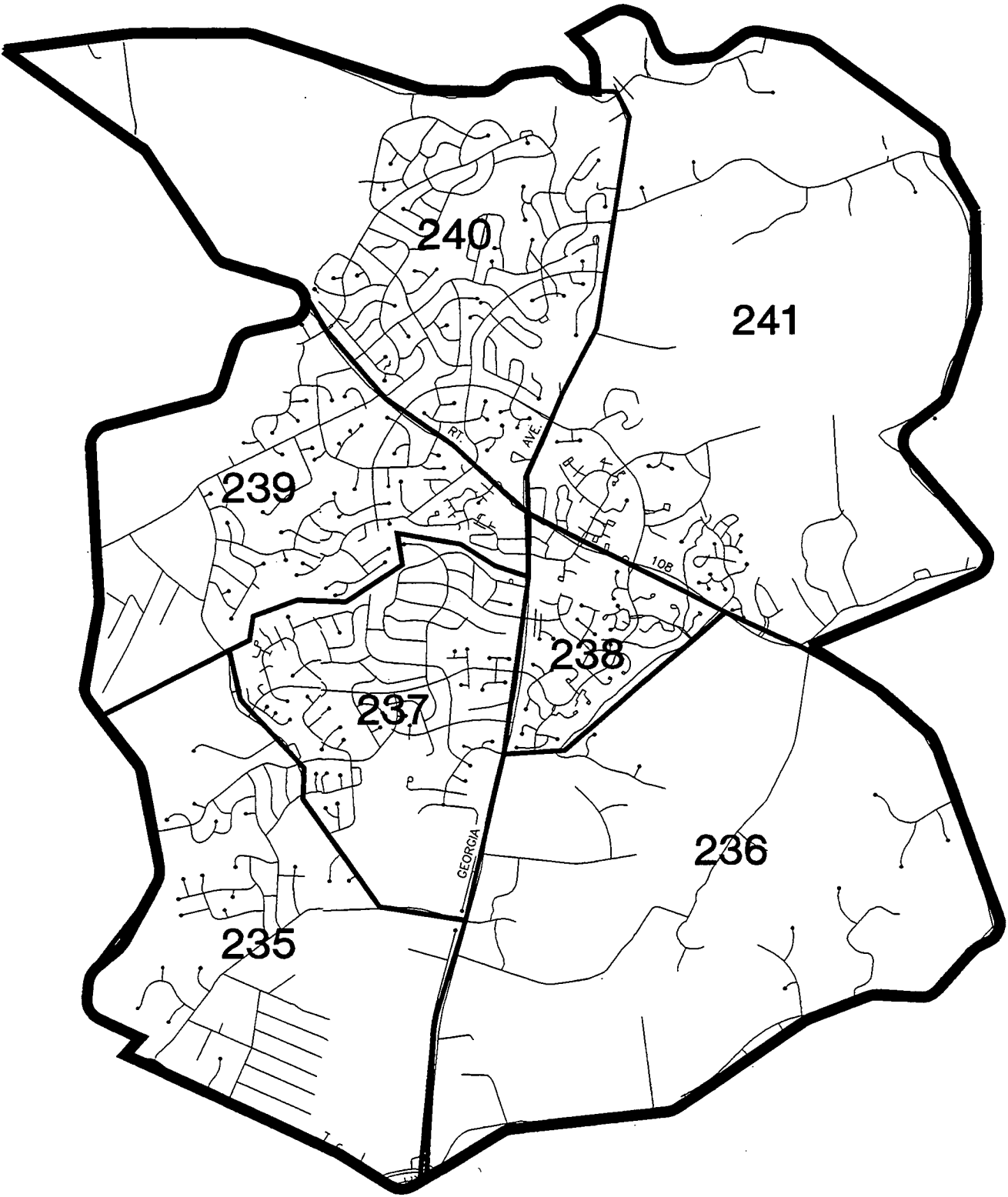
Olney Ceilings

	Jobs	Housing
<i>FY97 Gross Ceiling</i>	6,755	11,439
<i>1996 Base</i>	4,426	9,176
<i>Pipeline (3/31/97)</i>	349	2,094
<i>FY97 Net Remaining</i>	1,980	169
<i>Draft FY98 Gross Ceiling</i>	6,755	11,439
<i>Draft FY98 Net Remaining</i>	1,980	169

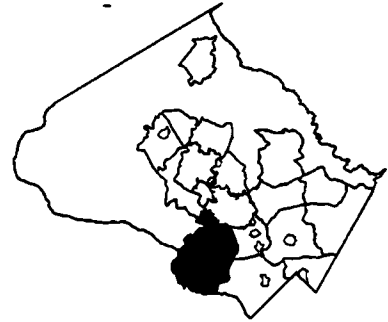
Olney Profile

	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	365	14
<i>Draft Housing Queue (3/31/97)</i>	23	10
<i>Jobs/Housing Ratio</i>	0.49	20
<i>Land Area in Square Miles</i>	16.93	5

OLNEY POLICY AREA
BY TRAFFIC ZONES



POTOMAC

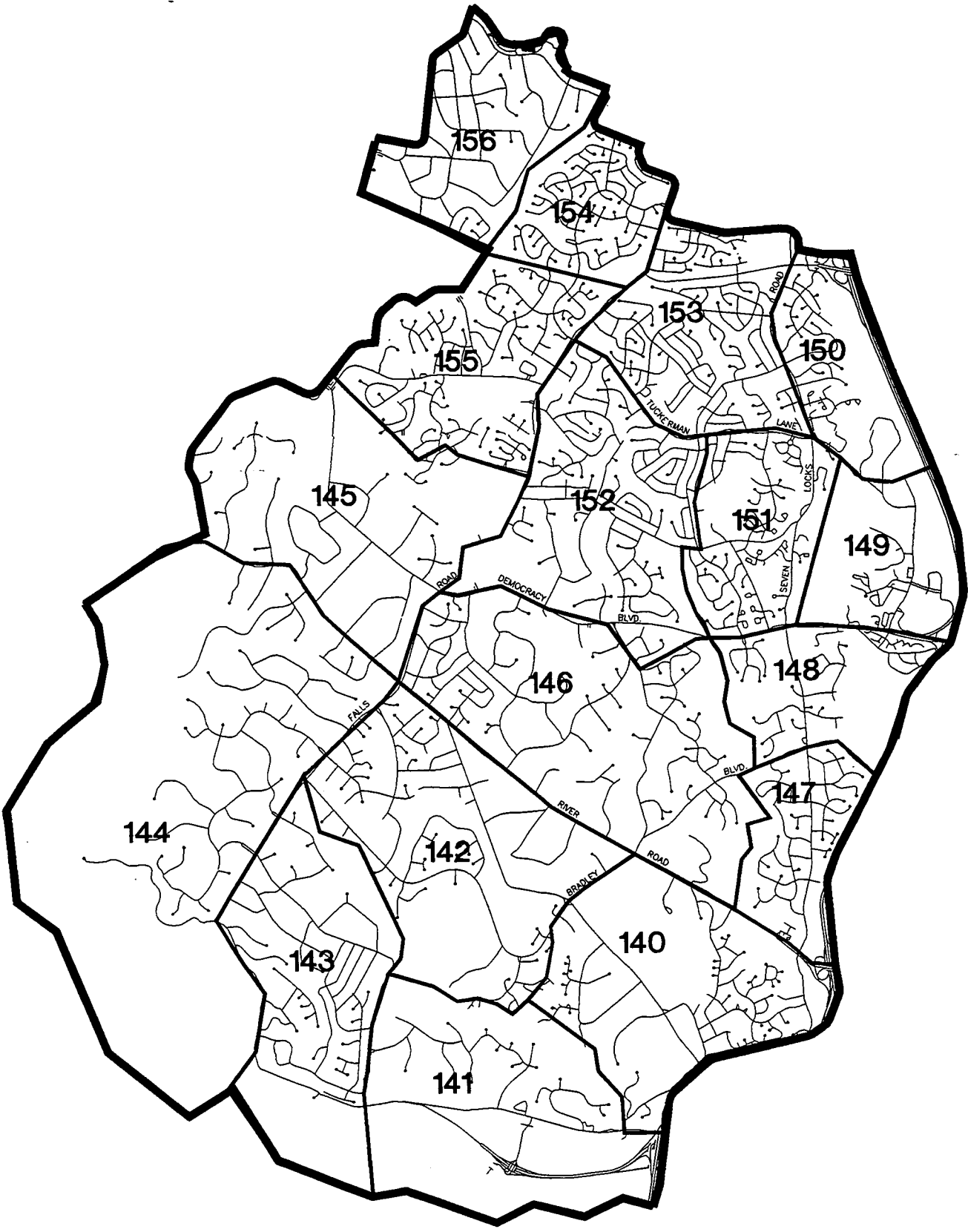


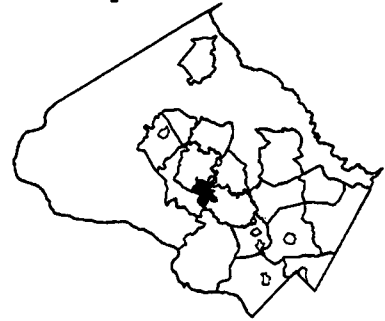
Regional Transit Accessibility: 0.73
Transit Mode Share: 0.08
Average Congestion Index (Auto): 0.57
Auto Mode Share: 0.92
Not in Moratorium

Potomac Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	11,722	18,059
<i>1996 Base</i>	9,486	15,605
<i>Pipeline (3/31/97)</i>	214	1,167
<i>FY97 Net Remaining</i>	2,022	1,287
<i>Draft FY98 Gross Ceiling</i>	11,722	18,059
<i>Draft FY98 Net Remaining</i>	2,022	1,287

Potomac Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	216	13
<i>Draft Housing Queue (3/31/97)</i>	23	15
<i>Jobs/Housing Ratio</i>	0.62	19
<i>Land Area in Square Miles</i>	29.45	1

POTOMAC POLICY AREA
BY TRAFFIC ZONES





RESEARCH AND DEVELOPMENT (R&D) VILLAGE

Regional Transit Accessibility: 0.70

Transit Mode Share: 0.15

Average Congestion Index (Auto): 0.57

Auto Mode Share: 0.85

Not in Moratorium

R&D Village Ceilings

FY97 Gross Ceiling

Jobs

24,741

Housing

7,407

1996 Base

10,306

2,426

Pipeline (3/31/97)

5,785

746

FY97 Net Remaining

8,650

4,235

Draft FY98 Gross Ceiling

24,741

7,407

Draft FY98 Net Remaining

8,650

4,235

R&D Village Profile

Number

Rank

Draft Job Queue (3/31/97)

254

11

Draft Housing Queue (3/31/97)

0

27

Jobs/Housing Ratio

4.92

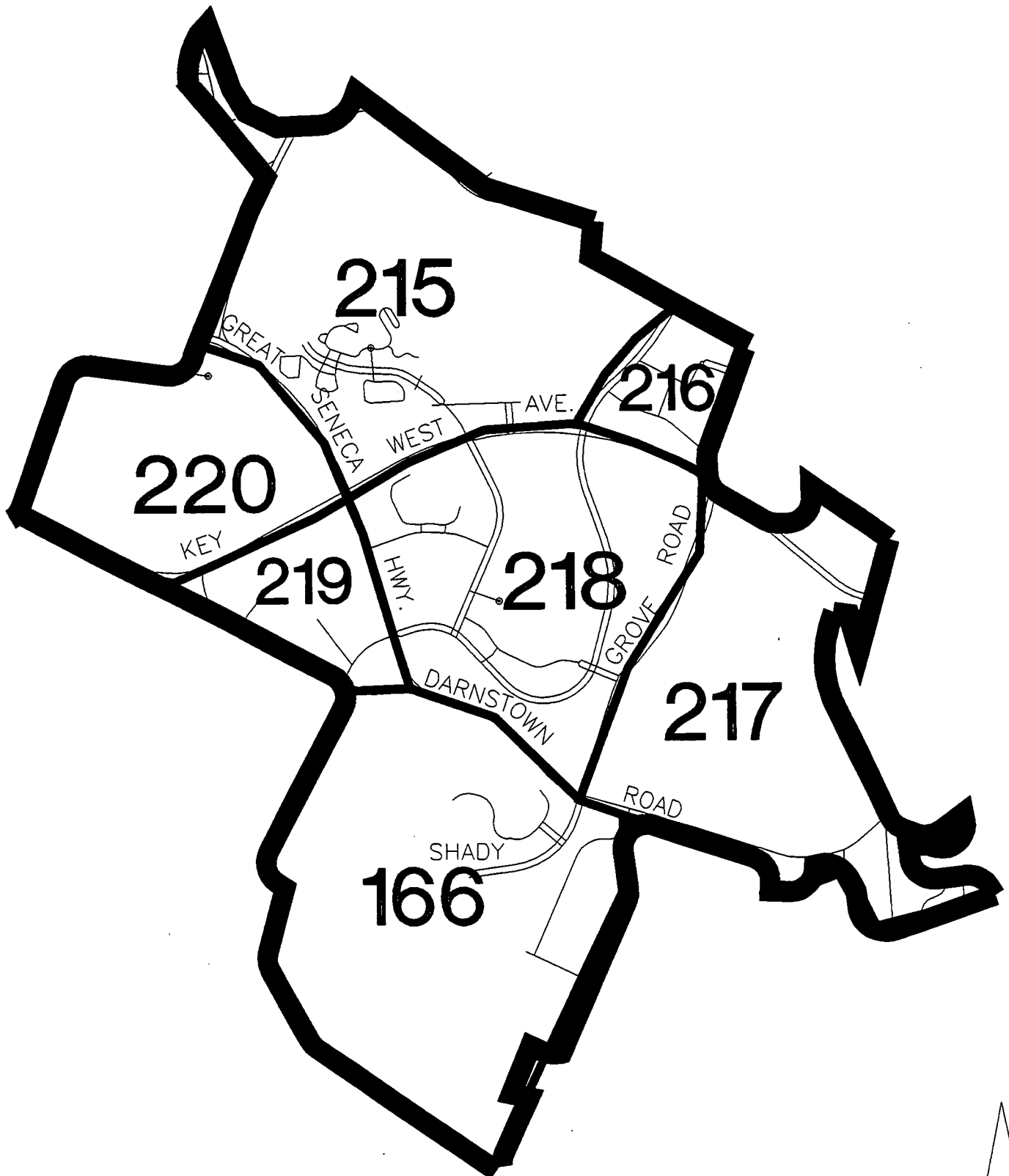
7

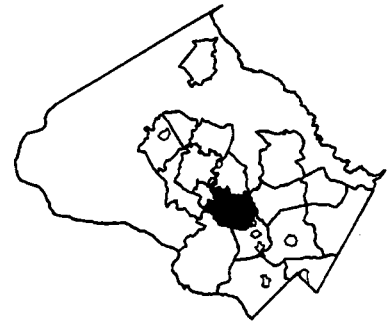
Land Area in Square Miles

3.16

19

R&D VILLAGE POLICY AREA
BY TRAFFIC ZONES





ROCKVILLE CITY

Regional Transit Accessibility: 0.43

Transit Mode Share: 0.14

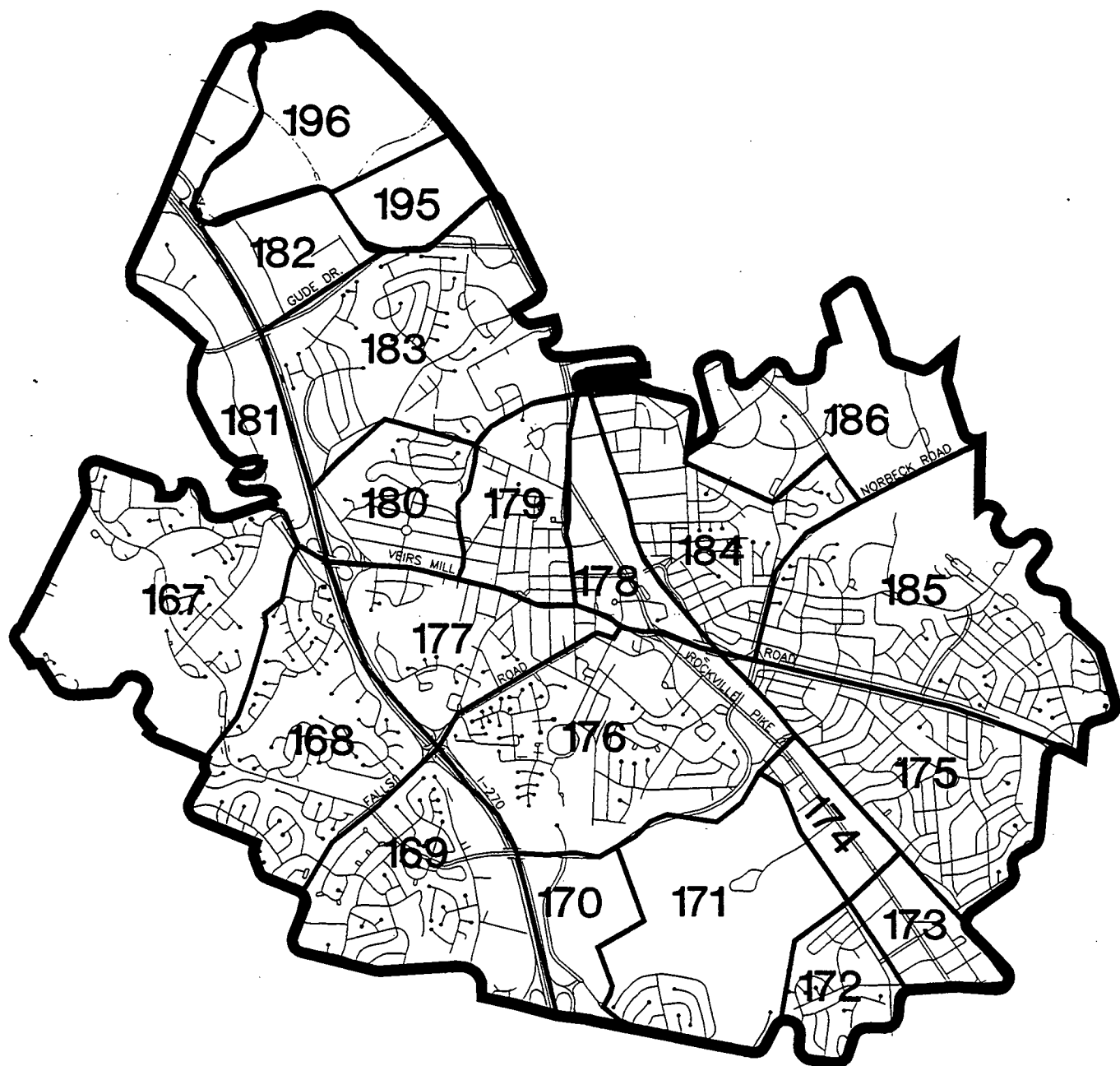
Average Congestion Index (Auto): 0.61

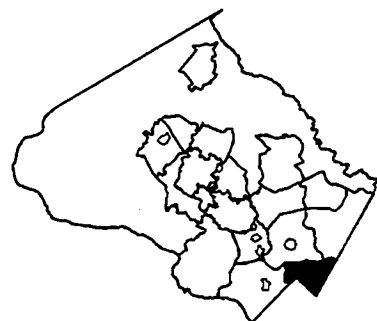
Auto Mode Share: 0.86

Level of Service Exceeded, But is Not Subject to County Review

Rockville Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	65,302	16,810
<i>1996 Base</i>	56,325	15,901
<i>Pipeline (3/31/97)</i>	29,044	4,225
<i>FY97 Net Remaining</i>	-20,067	-3,316
<i>Draft FY98 Gross Ceiling</i>	65,302	16,810
<i>Draft FY98 Net Remaining</i>	-20,067	-3,316
	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	0	24
<i>Draft Housing Queue (3/31/97)</i>	0	24
<i>Jobs/Housing Ratio</i>	3.55	11
<i>Land Area in Square Miles</i>	13.13	7

ROCKVILLE CITY POLICY AREA BY TRAFFIC ZONES





SILVER SPRING/TAKOMA PARK and SILVER SPRING CBD

Regional Transit Accessibility: 0.00
Transit Mode Share: 0.37
Average Congestion Index (Auto): 0.93
Auto Mode Share: 0.63
Not in Moratorium

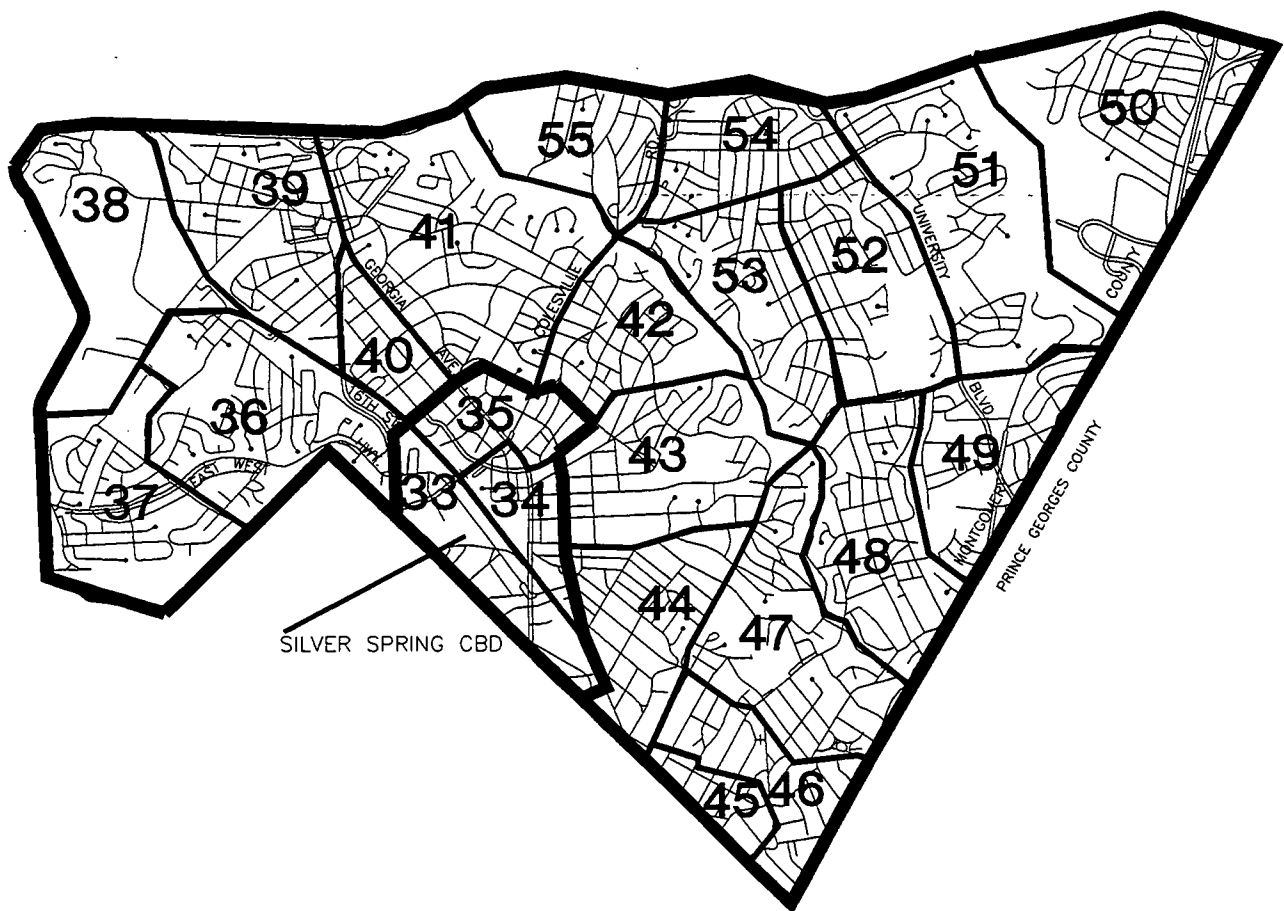
Silver Spring/Takoma Park Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	14,070	29,481
<i>1996 Base</i>	12,546	27,011
<i>Pipeline (3/31/97)</i>	959	107
<i>FY97 Net Remaining</i>	565	2,363
<i>Draft FY98 Gross Ceiling</i>	14,070	29,481
<i>Draft FY98 Net Remaining</i>	565	2,363

Silver Spring/Takoma Park Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	106	19
<i>Draft Housing Queue (3/31/97)</i>	6	19
<i>Jobs/Housing Ratio</i>	0.47	21
<i>Land Area in Square Miles</i>	8.06	16

Silver Spring CBD Ceilings	Jobs	Housing
<i>FY97 Gross Ceiling</i>	41,005	11,423
<i>1996 Base</i>	34,468	5,300
<i>Pipeline (3/31/97)</i>	3,335	1,288
<i>FY97 Net Remaining</i>	3,202	4,835
<i>Draft FY98 Gross Ceiling</i>	41,005	11,432
<i>Draft FY98 Net Remaining</i>	3,202	4,835

Silver Spring CBD Profile	Number	Rank
<i>Draft Job Queue (3/31/97)</i>	2,215	6
<i>Draft Housing Queue (3/31/97)</i>	0	20
<i>Jobs/Housing Ratio</i>	6.11	6
<i>Land Area in Square Miles</i>	0.59	23

**SILVER SPRING / TAKOMA PARK POLICY AREA
INCLUDING SILVER SPRING CBD
BY TRAFFIC ZONES**



APPENDIX 2

The Capital Improvements Program

Table 8:

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY97-2002 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND FY97-2001 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Aspen Hill	Line 22	154168	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning	N	N	----
	11-46	508617				Study	N	N	----
Bethesda/Chevy Chase and Bethesda CBD	Line 22	(MTA)	3	Transit Easement	Georgetown Branch Trolley/Trail Silver Spring to Bethesda Metrorail Stations	Project Planning	N	N	----
	11-119	873198				Study			
	Line 20	251053	4	F-8	I-495/I-95 Capital Beltway American Legion to Woodrow Wilson Bridges	Project Planning Study (HOV)	N	N	----
Cloverly	Line 16	153337	5	M-12	MD 650 - New Hampshire Avenue Randolph Road to MD198	+ 2 Lanes Divided	Y	Y	1997
	Line 9	153305	6	M-18	Norbeck Road Extended Layhill Road (MD 182) to New Hampshire Ave (MD 650)	2 lanes	Y	Y	2000
	11-53	509321							
	Line 22	154168	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	----
	11-46	863117							
Damascus	11-33	933137	7	A-12	MD 124 Extension (A-12) Phase 2: 1,150 feet North MD 108/MD 124 to MD 27	Facility Planning	N	N	----
	11-58	873121	8	P-4 (DAM)	Sweepstakes Road Cutsail Drive to 700 feet East to Showbarn Lane	Safety	Y	Y	1998

Notes: "ARP" is Montgomery County's Approved Road Program. Projects listed in the ARP are countable for Local Area Transportation Review.

"In AGP" means that a project is expected to be countable for Policy Area Transportation Review in FY98. These include projects which are 100 percent programmed for construction in the first 5 years of the County's FY95-2000 CIP, the City CIPs, or the State CTP.

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY97-2002 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND FY97-2001 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Derwood/Shady Grove	Line 22 11-46	154168 508617	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	----
	Line 18	101082	9	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick County Line	Project Planning Study	N	N	----
	Line 27	153414	10	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study MD 355 to MD 80	Project Planning Study	N	N	----
Fairland/White Oak	11-35	833969	14	A-98	East Randolph Road Widening, Phase 2 Fairland Road to Old Columbia Pike	+ 3 Lanes	Y	Y	1998
	Line 22 11-46	154168 863117	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	----
	Line 21	152019	15	M-10	U.S. 29 Improvement Study Sligo Creek to Howard County Line	Project Planning Study	N	N	----
	11-38	883103	17	M-95,A-86	Briggs Chaney Road Widening: Phases 1 and 2 P2:S1: Automobile Blvd. to Gateshead Manor Way P2:S2: Gateshead Manor Way to South of Dogwood Drive P2:S3: South of Dogwood Drive to Fairland Road	+2 Lanes Divided + 1 Lane + 1 Lane	N N N	N N N	---- ---- ----
	11-57	923174	19	P-29 (EMC)	Robey Road South of Briggs Chaney Road to Greencastle Road	Safety Improvement	Y	N	1999

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY97-2002 CAPITAL IMPROVEMENTS PROGRAM
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Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Gaithersburg City	Line 19	101062	9	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick County Line	Project Planning Study	N	N	----
	Line 12	153386	23	M-24	MD 124 Quince Orchard Road Darnestown Road (MD 28) to Longdraft Road	+2 Lanes Divided	Y	Y	1997
	Line 22 11-48	154168 508617	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	----
	Line 23	153387	25	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	Project Planning Study	N	N	----
	Line 26	153435	26	M-26	MD 117 Clopper Road Frederick Avenue (MD 355) to Clarksburg Road (MD 121)	Project Planning Study	N	N	----
	----	89-3	##	A-17	Longdraft Road Great Seneca Highway to Quince Orchard Road (MD 124) Frederick Avenue (MD 355) to Clarksburg Road (MD 121)	Developer Contribution to Future Widening Study	N	N	----

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY97-2002 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND FY97-2001 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Germantown East	11-48	508671	28	M-61	MD 118 Relocated	+ 4 Lanes	Y	Y	1998
	Line 11	153023			Phase II: I-270 to Frederick Road (MD 355)				
	Line 4	151094	30	F-1	I-270				
					MD 118 to Clarksburg Road (MD 121)	+ 2 Lanes	Y	Y	1997
	Line 18	101062	9	F-1	I-270 and U.S. 15, Frederick Freeway	Project Planning	N	N	----
					I-270: I-270 to Frederick County Line	Study			
	Line 27	153414	10	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study	Project Planning	N	N	----
					MD 355 to MD 80	Study			
			32	M-6	MD 355 Frederick Avenue				
	Line 13	153397			a. Montgomery Village Avenue to Middlebrook Road	+ 2 Lanes	Y	Y	1998
	Line 14	15NEW1			b. Middlebrook Road to Ridge Road (MD 27)	+ 2 Lanes	Y	Y	1997
Germantown West and Germantown Town Center	11-48	508671	33	M-61	MD 118 Relocated	+ 6 Lanes Divided,	Y	Y	1997
	Line 11	153023			Phase I: Wisteria Drive to Clopper Road (MD 117)	+ 2 Lanes (A254-117)			
	11-40	508715	29	M-27	Father Hurley Blvd./Ridge Road Extended				
					Section 2: a) Crystal Rock Drive to Gore of Interchange with I-270	6 Lanes Divided	Y	Y	1997
					Section 2: b) Interchange with Partial I-270	6 Lanes Divided	Y	Y	1997

continued next page

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY97-2002 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND FY97-2001 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Germantown West and Germantown Town Center continued	11-44	508611			Great Seneca Hwy Phase III Middlebrook Road to Quince Orchard Rd.	4 lanes	Y	Y	1998
	11-87	509475			Germantown Town Center Intersection Improvements	---	Y/N	N	to 1998
	Line 18	(MTA)	##	Commuter Rail	Brunswick Line MARC Service Extension to Frederick	----	---	N	----
	Line 3	151094	30	F-1	I-270 MD 118 to Clarksburg Road	+ 2 Lanes	Y	Y	1997
	Line 18	101062	9	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick County Line	Project Planning Study	N	N	----
	Line 26	153435	26	M-26	MD 117 Clopper Road Frederick Avenue (MD 355) to Clarksburg Road (MD 121)	Project Planning Study	N	N	----
Kensington/Wheaton and Wheaton CBD	Line 1	(WMAT)	36	Metrorail	Metrorail (Red Line) Construction	----	N	N	1998
	Line 7	152043	38	M-10	U.S. 29 Columbia Pike Intersection Reconstruction at Four Corners		Y	Y	1998
	Line 22	152019	15	M-10	U.S. 29 Improvement Study Sligo Creek to Howard County Line	Project Planning Study	N	N	----
continued next page									

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY97-2002 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND FY97-2001 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Montgomery Village/ Airpark	11-80	508254	39	A-17	Watkins Mill Road Bridge Whetstone Run Stream	+ 2 Lanes	Y	Y	1998
	Line 26	153414	10	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study MD 355 to MD 80	Project Planning Study	N	N	----
North Bethesda, Grosvenor, White Flint, and Twinbrook North Potomac	Line 1	151104	42	F-1a	I-270 Spur West Spur: I-495 to I-270 Y Split	+ 2 Lanes (HOV)	Y	Y	1997
	Line 12	153386	23	M-24	MD 124 Quince Orchard Road Darnestown Road (MD 28) to Longdraft Road	+ 2 Lanes Divided	Y	Y	1998
	Line 23	153387	25	M-22	MD 28 Darnestown Road Key West Avenue to Riddleford Road	+ 2 Lanes Divided	N	N	----
	Line 26	153435	26	M-26	MD 117 Clopper Road Frederick Ave. (MD 355) to Clarksburg Rd. (MD 121)	Project Planning Study	N	N	----
Olney	Line 22	154168	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	----
	11-46	863117							
	Line 9	153305	6	M-18	Norbeck Road Extended Layhill Road (MD 182) to New Hampshire Ave (MD 650)	2 lanes	Y	Y	2000
	11-53	509321							

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY97-2002 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND FY97-2001 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Potomac	11-59	508610	46	A-79	Seven Locks Road: River Road to Dwight Drive River Road to Dwight Drive	Safety Improvement	Y	N	1998
	Line 28	153371	47	M-14	Falls Road (MD 189) River Road (MD 190) to Wootton Parkway	Project Planning Study	N	N	----
R & D Village	11-42	903145	22	M-42	Life Sciences Center Roadway Improvements Item 2: Shady Grove Road at I-270: Choke Cherry Road to Corporate Blvd.	+ 2 Lanes	Y	Y	1998
	Line 8	153439	48	M-22	MD 28, Darnestown Road Relocated (Key West Avenue) I-270 to Research Boulevard	+ 2 Lanes	Y	Y	1998
					Research Boulevard to Gude Drive	6 Lanes Divided	Y	Y	1998
	Line 23	153387	25	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	Project Planning Study	N	N	----
Rockville	Page 266	0B11	50	A-72	Wootton Parkway Falls Road to MD 28	+ 2 Lanes Divided Project Planning Study	N	N	----
	Line 8	153439	48	M-22	MD 28, Darnestown Road Relocated (Key West Avenue) I-270 to Research Boulevard	+ 2 Lanes	Y	Y	1998
					Research Boulevard to Gude Drive	6 Lanes Divided	Y	Y	1998
	Page 256	A211	--	A-250	Avery Road Reconstruction Redgate Golf Course entrance North to Rockville City Limits	Safety	N	N	1999
	Page 264	6K11	--	I-1	Southlawn Lane Lofstrand Lane to Gude Drive	Safety	N	N	2000
	Page 258	8C11	--		Fleet Street Extension	2 lanes	N	Y	1998

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY97-2002 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND FY97-2001 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Silver Spring/Takoma Park and Silver Spring CBD	11-94	508716	52		Silver Spring Traffic Improvements	14 Intersections	----	Y/N	varies
	Line 22	(MTA)	3	Transit	Georgetown Branch Trolley/Trail	Project Planning	N	N	----
	11-119	508798		Easement	Silver Spring to Bethesda Metrorail Stations	Study			
	Line 20	250002	4	F-8	I-495/I-95 Capital Beltway American Legion to Woodrow Wilson Bridges	Project Planning Study (HOV)	N	N	----

Acknowledgments

Montgomery County Department of Park and Planning

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Project Team: Karl Moritz, Eric Graye, and Lonnie Rorie

with assistance from:

Montgomery County Public Schools: Bruce Crispell
Montgomery County Office of Planning Implementation: Scott Reilly
Montgomery County Council Staff: Glenn Orlin



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AGP FY98 FINAL DRFT

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
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SILVER SPRING, MARYLAND 20910